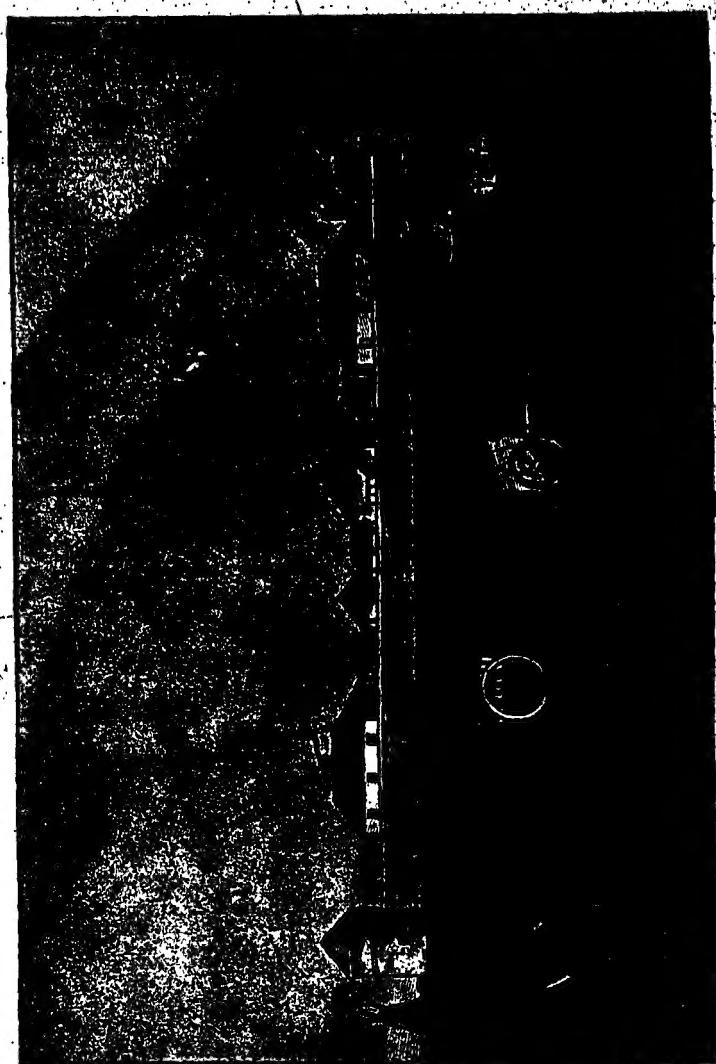


A HISTORY of MANITOBA

and

*The Northwest
Territories*



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Gage's 20th Century Series.

A HISTORY

OF

MANITOBA

AND THE

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NORTHWEST TERRITORIES

FOR USE IN PUBLIC SCHOOLS

BY

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PREFACE.

How vast the land stretching from Lake Superior to the Rockies, from the border to the Arctic! What a building place for a great nation! Yet how little known is the land, and how imperfectly realized the opportunity!

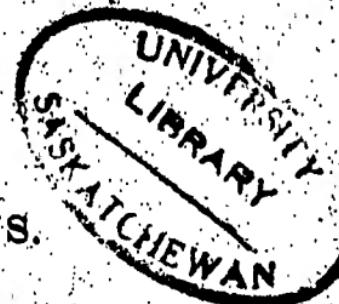
The aim of this book—the method of treatment being suggestive rather than exhaustive—is to arouse in the boys and girls who attend our schools an interest in the history of the West. To appreciate our country's past is to take a long step toward the realization of its future.

In connection with the illustration of the work, author and publisher acknowledge indebtedness to Rev. Geo. Bryce, LL.D., Winnipeg; Rev. R. G. MacBeth, Vancouver; Rev. J. A. Macdonald, *The Westminster*, Toronto; and The Linsecoff Publishing Company, Brantford, for permission to use illustrations controlled by them. By this courtesy the educational value of the book has been increased.

D. M. D.

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CHAPTER I.

INTRODUCTION.

DID you ever think how great the excitement would be, if some great captain should come back to England to-day and tell that he had discovered a large new land that had never been found by white men before? Such excitement the people of Spain and England and France had, about four hundred years ago, when great adventurers like Columbus, and Cabot, and Cartier first came across the ocean from Europe, and returned with their most interesting stories of the marvellous country they had discovered.

The finding of a new world was sure to cause great excitement in Europe. In their homes, in their business places, on the street, men would be

sure to talk more about this great subject than about any other. The wealthy people, the young men who loved adventure, the watchful and progressive merchants, the nobility, and even the Kings of England and France gradually became aroused in regard to the wonderful country across the ocean—the land of large rivers, of endless forests, of sea-like lakes, of vast prairies, of unknown wealth in fish, and fur-bearing animals, and minerals.

To this mysterious land came good missionaries, to bring the gospel and education and higher forms of living; and keen traders and merchants, to become rich by trading with the Indians, chiefly for furs; and bold adventurers who are ever ready to go into new and wild territories, partly for sport, partly for the joy of discovery, and partly from national pride in aiding to extend the possessions of their own country.

How strangely they must have felt, those brave men who first dared to cross the wide ocean to the unknown land! What hopes, what fears they must have had! The very mystery that was connected with every day's experiences was full of attraction. On the ocean of Discovery, they wondered day by day when they would see the new land, and what kind of land it would be when they reached it. As they travelled

up or down the coast in search of openings into, or through, or past the land, which they at first supposed was only an island that lay between them and China, they watched and waited anxiously hour by hour to learn what they knew had never yet been learned. And as they made their way slowly into the two great openings which they found into the



LANDING OF THE FIRST WHITE MEN.

heart of the continent, one by the St. Lawrence and the other by Hudson Bay, they saw new wonders every minute. They must have marvelled at the beauty of the thousand bays and islands; at the immensity of the country they were exploring; at the number of fish, and birds, and animals; at the size and number of the rivers; at the splendid trees that covered the eastern portion, which they

saw first; and at the habits of the uncivilized men who owned the country.

And how the Indians must have been surprised at the sights they saw when the white men first came to their land! The ships in **The Surprise of the Indians.** which the white men came were so large compared with their bark canoes; the guns and cannons made such strange and awful sounds, and killed birds and animals so far away; the color and dress of the strangers were so different, and the articles they brought to show them were so beautiful in color and form, and their language was so entirely unknown to them, that the poor Indians must have supposed at first that these explorers were real gods who had come to see them. What strange tales they would have written, if they had known how to write! What wonderful stories they must have told to their Indian friends in the interior who had not seen the big ships, nor heard the new thunder, nor met the pale-faced gods who looked like men!

Would you not like to learn the story of the four hundred years since Cabot and Cartier first came to Canada? Is it not very interesting to follow the changes that have taken place since the days when there were none but Indians in your country, and when there were no houses but the Indian wigwams? The history of your country will tell you this story and explain the nature of these changes.

The leading discoverers and explorers of Eastern Canada were John and Sebastian Cabot of England, and Jacques Cartier and Samuel Champlain of France.



John Cabot reached Newfoundland in 1497, five years after Columbus discovered America. Cartier came to Canada first in 1534, and finding a large river, which he named the St. Lawrence because he entered it on St. Laurent's Day, he sailed up its broad bosom as far as the present city of Montreal. He made three voyages altogether, but

after his death the country was neglected for about fifty years, when Champlain began to lead in founding settlements in what is now Nova Scotia, and in exploring the unknown country beyond the farthest point reached by Cartier. He spent several years in travelling through the present Province of Ontario, and the country south of the St. Lawrence. He discovered the beautiful lake that still bears his name, and did more than any other man to arouse the French people to an interest in Canada, and to give the French nation a foothold in the new world.

The explorers of the interior of Canada and those who began to change the condition of Manitoba and the great country lying to the west and northwest of it, were the Jesuit Fathers and the Fur-Traders. The Jesuit missionaries were good men, who risked their lives and endured great hardships in order to bring the Christian religion to the Indians and train them in habits that would make them more happy and more healthy.

The fur-traders were not so unselfish. They pushed farther and farther into the country to find greater opportunities for making wealth. It is a pity that the traders' greed often robbed the missionaries' good work of its effects. They were unfair many times in dealing with the ignorant Indians,

and cheated them by giving cheap beads and bright-colored cloth for the most valuable furs. They did worse than this. They taught the Indians to drink "fire-water," and took advantage of them while they were under its influence. They also gradually drove the Indians from the country they had occupied, and did so by force, so that there are now very few Indians left to share the advantages of civilization which you enjoy.

Into the two great waterways to the heart of the continent, by the St. Lawrence River and by Hudson Bay, came the French and the English, each race claiming as much as possible for itself. Naturally, both countries often claimed the same portions of the new continent, and the disputes about their claims led to wars. In these wars each nation always tried to get the help of some of the Indian tribes, so that the Indians were encouraged to hate and to destroy each other.

Gradually both the English and the French



TRADING WITH INDIANS.

explored North America and came towards the central portion now known as Manitoba and the Northwest Territories. The English came by way of Hudson Bay, and the French by the St. Lawrence and the great lakes. The English came not only from England itself, but many of the merchants of New England formed companies for the purpose of trading with the Indians of the great country west of Hudson Bay.



CHAPTER II.

THE FOUNDING OF THE HUDSON'S BAY COMPANY.

THE French traders, who with great energy and courage were pressing west, had by the middle of the seventeenth century penetrated the country beyond Lake Superior, where they established several trading - posts. Two of these adventurous Frenchmen claim our attention, because through their influence an English fur company was formed at a later date, which played a notable part in the work of securing Western Canada for the British Empire. Medard Chouart (Groseilliers), the first of these

**Groseilliers
and
Radisson.**

adventurers, emigrated from France in 1641, and a few years later was actively engaged in fur-trading among the Indians of the Huron district. While in Montreal on one of his annual trips, Groseilliers fell in with two members of an old Huguenot family, Pierre and Marguerite Radisson, who had cast in their lot with the young colony. A partnership, having for its aim fur-trade with the western



ARMS OF HUDSON'S BAY CO.

Indians, was formed between Groseilliers and Radisson, a bond made closer by the marriage of the former to Marguerite.

In 1659, Groseilliers and Radisson made an expedition into the country west of Lake Superior, and during the course of their wanderings fell in with an Indian tribe named the Assiniboines, from whom they learned of a great bay to the north. The trip

News of Hudson Bay. was a great success, and the fortunate traders returned to Montreal in the following year, accompanied by three

hundred Indians, and in possession of sixty canoes laden with furs. Radisson, satisfied with his good fortune, settled down with his family at Three Rivers, but Groseilliers within the next three years made two more trips into the western country. On the second of these he received more definite news of a large body of water to the north, and of the route leading thereto.

Henceforth this restless adventurer had but one ambition, namely, to reach Hudson Bay and establish upon its shores trading-posts to which the western

Groseilliers' Ambition. Indians might bring their furs without making long journeys. To carry out such a plan the co-operation of the French trading company was needed; but, unfortunately for France, all arguments failed to induce the Governor to enter into the project. And now Groseilliers, on the advice of Radisson, made a

AND THE NORTHWEST TERRITORIES.

move which resulted in great advantage to British interests in northwestern Canada. He hastened to Boston, hoping to secure financial support for his enterprise. The traders of New England, although unable to lend aid, advised him to apply to England; and upon this advice he finally acted, after making a

PRINCE RUPERT.

vain appeal to the court at Paris. A fortunate chance threw him into communication **He Visits England.** with Prince Rupert, a cousin of Charles II., which led to the sending out of an expedition which realized the ambition of the persevering trader.

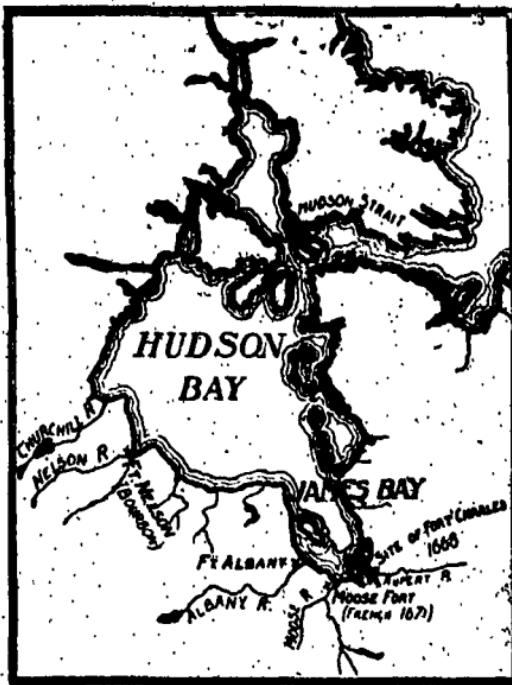
In June, 1668, there were placed at the disposal of Groseilliers and Radisson two small ships. The

Voyage to Hudson Bay, 1668. vessel carrying Groseilliers, after a two months' voyage, sighted the entrance to the Hudson Straits; but her companion ship, being less fortunate, gave up the voyage and returned to England, thus depriving Radisson of the credit of



sharing in the undertaking. Passing through the straits, Groseilliers sailed south until he reached the lower end of the Bay, where a landing was made at the mouth of a stream called by the adventurers Rupert's River, in honor of the patron of

the expedition. Groseilliers at once set his men to work upon the construction of a log fort, which, as a safeguard against Indian attacks, was surrounded by a high stockade. This, the first fort in the newly-discovered territory, was called Fort Charles, in honor of the English



MAP OF HUDSON BAY.

sovereign. Scarcely was their work completed when a small band of Indians appeared, who were greatly astonished to see white men so far north. Groseilliers lost no time in making known to them his object, and succeeded in exchanging some trifling gifts for furs, which would otherwise have passed into the

The First Fort.

hands of the French traders farther south. The Indians departed well pleased, promising to spread the news and to return with more furs in the spring. The settlers now made all possible preparations for spending the long cold winter, and glad were they to welcome the return of warmer weather. True to their promise, the Indians returned in the spring in greater number, bringing so many furs that it was deemed necessary for Captain Gillam to return with them to England, while Groseilliers remained in charge of the fort. Two months later a strange ship sailed up the river, and Groseilliers was overjoyed to recognize among those on board his brother-in-law, Radisson.

Meanwhile, Captain Gillam arrived in London, and so delighted the promoters of the enterprise by his account of the successful trade in furs, that Prince Rupert made application to the King for a royal charter. After some slight delay, Charles II, in 1670, gave his assent to a document which incorporated "The Company of Adventurers of England trading into Hudson Bay." The charter granted a monopoly of trade in Hudson Bay and the lands drained by the rivers flowing into the bay. On the strength of this grant, the "Company of Adventurers" was able to retain control, down to the date of the cession of its lands to Canada, of the vast extent of territory between

The Hudson's Bay Company Founded, 1670.

Rupert's Land. Hudson Bay and the Rocky Mountains. To this territory was given the name of Rupert's Land.

The French in Canada had not lost interest in western trade. In 1671, Talon, the Intendant of New France, jealous of the success of the English on Hudson Bay, sent an expedition



MARLY TRADING-POST.

overland, which succeeded in establishing a settlement on Moose River, not far from Rupert's River.

Arrival of the French. Groseilliers and Radisson were still at Fort Charles, along with Charles Bailey, who had been sent out by the Company as Governor of Rupert's Land. The surprise of the English on learning of the proximity of their French rivals may well be imagined. The two French adventurers had not been getting on well with the Governor, and the latter now became

suspicious of their loyalty. The outcome was that, first Radisson, and later Groseilliers, went over to the French and made their way back to Quebec. Rivalry, however, influenced Governor Bailey to make an expedition to Moose River, where his trade with the Indians was so successful that he sailed on to the Chechouan (Albany) River. Although anxious to coast along the west shore of the Bay to Port Nelson, where as yet there was no fort, he was prevented from so doing by an accident to his ship, which was caught in the floating ice.

But the Company was to hear more of the renegade Radisson. After wavering for several years between England and France, during which time he made an unsuccessful application to the Company for employment, he at last gained support in Canada for another voyage to Hudson Bay. In 1682,

~~Radisson in the Service of France.~~ Radisson and his brother-in-law set sail for the Bay, and reached the mouth of a small river near the Nelson. Here they were surprised to find that the English, under Governor Bridgar, had built a fort. There followed a winter of treachery on the part of Radisson, which resulted in the capture of the Company's fort by the French. Early in the next spring, the successful traders sailed for Quebec, carrying with them a valuable collection of furs, most of which were

secretly landed at Three Rivers. So enraged was their Quebec partner at being defrauded of his share of the profits, that Radisson and Groseilliers were forced to leave the colony.

Radisson made his way to Paris, where he was met by a representative of the Hudson's Bay Company and induced to return to England. In view of his previous career, therefore, it is not surprising that we find him, two years later, again on his way to Hudson Bay, in charge of the Company's ship, "Happy Employed by the Company." Entering the mouth of the Nelson, he found his nephew Radisson Again in charge of the fort, the name of which had been changed to Bourbon. The latter, after some hesitation, was influenced by his crafty kinsman to surrender to the English. This was the last great achievement of Radisson, for, although he lived until 1702, he was never again entrusted by the Company with any important commission.



CHAPTER III.

THE RIVALRY OF FRENCH AND ENGLISH ON HUDSON BAY.

THE treachery of Groseilliers and Radisson had the effect of rousing the French in Canada to action. Denonville, the Governor, anxious to check the trade of the English on Hudson Bay, determined to make a general attack upon the Company's forts, from the land side. He had no difficulty in finding among the daring spirits of the time a suitable leader, in the person of Chevalier de Troyes. The latter was fortunate in securing as his lieutenants the three sons of a French nobleman, Charles le Moyne, the eldest of whom, Sieur d'Iberville, afterwards became even more famous than his commander.

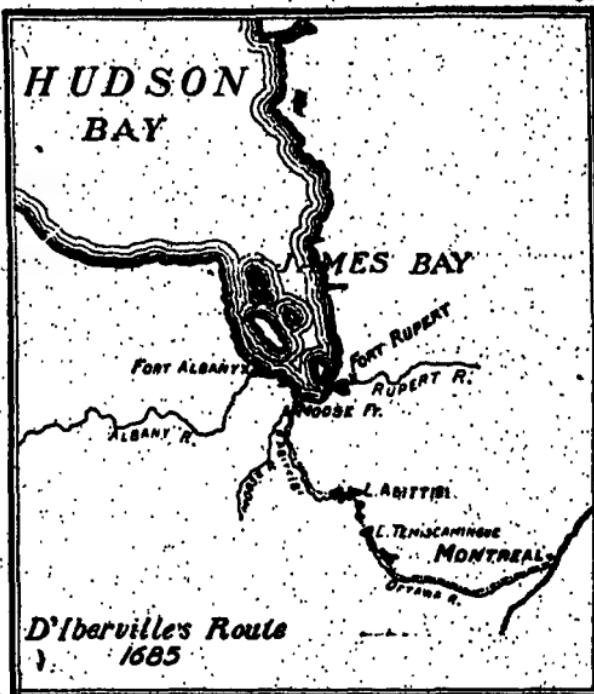
The French Active. In the spring of 1685, these daring Frenchmen were ready to start. Reaching the Long Sault in April, they proceeded up the Ottawa in canoes, and

LE MOYNE D'IBERVILLE.

**De Troyes
and
D'Iberville
Capture the
Company's
Forts.**

made their way to James Bay, completing the entire journey in three months. The Moose River fort was made the first object of attack, and, as the Company's servants were better fitted for trading than for fighting, a surrender soon followed, de Troyes

taking possession "in the name of His Most Christian Majesty Louis XIV." From Moose River de Troyes sent d'Iberville to the mouth of Rupert's River to seize an English ship which was there riding at anchor. This task success-



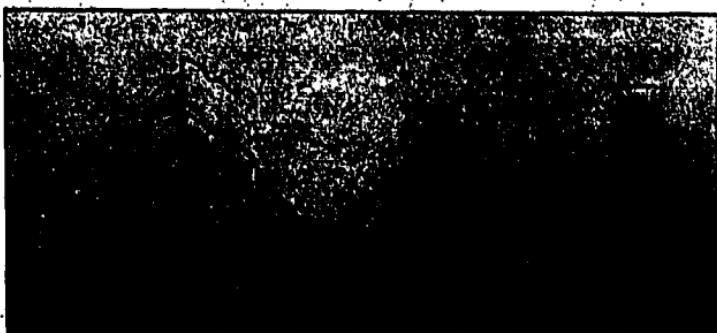
fully accomplished, d'Iberville joined his leader in an attack upon Fort Rupert, the garrison of which was only too glad to surrender. Elated by their success, the French set sail in the Company's ship for Fort Albany, the sole remaining post on the lower part

of the bay. The Governor at Fort Albany, after withstanding a two days' bombardment, in which only one man was hurt, agreed to give up the post to the enemy. De Troyes was anxious to complete his success by making a descent upon York Factory, on the Nelson River, but the distance, two hundred and fifty leagues, forced him to abandon the idea. In August, he, with d'Iberville, returned to Montreal, taking with him fifty thousand beaver skins.

Great as had been the success of de Troyes, it was still incomplete as long as Fort Nelson remained in the hands of his rivals. So anxious were the French to gain this northern post, which could be easily reached by the Indians, and from which trade with the other points could be intercepted, that they offered to give all the forts on James Bay in exchange for control of the Nelson. Failing to arrange a compromise, d'Iberville, in 1694, sailed from Quebec in command of a small fleet, and, at the end of an uneventful voyage, dropped anchor off the mouth of the Nelson. After a stubborn resistance the English surrendered, and the French flag was hoisted over the fort, to which was now given the name of Bourbon. After spending the winter here, d'Iberville returned to Quebec, leaving the fort in charge of a small detachment of men. Not long were the French to remain in

The Fort Re-taken. undisturbed possession, for, a year later, they were forced to surrender to two ships sent out by the Hudson's Bay Company.

Fort Nelson had now come to be regarded as the commanding position on the Bay; and, in 1697, its



HUDSON'S BAY COMPANY'S SHIPS.

occupants witnessed the deadliest struggle of the war between the French and English. In this year, the French, bent upon a complete conquest of the Bay, sent out a fleet of four ships, the largest, the "Pelican," carrying d'Iberville, who was in command. Almost at the same time four of the Company's ships set sail from Plymouth. The English fleet entered the straits only a few

D'Iberville's Naval Victory. days in advance of the French. D'Iberville, on board the "Pelican," managed to slip past his rivals, and was the first to reach the mouth of the Nelson. Here he waited anxiously two days for the remainder

of his fleet to come up, and finally caught sight of three ships, which he hailed with delight, thinking them his own. Great was his disappointment to find that they carried the English flag; but, nothing daunted, he prepared his single ship for action. Then followed a desperate encounter, in which the French commander won for himself an enviable reputation for seamanship and courage. When the smoke of battle cleared away, one English ship remained, one having been sunk and another having escaped. The French victory was made decisive by the surrender of the only remaining English ship. With night came a violent storm, which drove the two ships on shore, where, in the morning, the shipwrecked Frenchmen gladly welcomed the approach of their other ships, which had with difficulty weathered the gale. Desperate as was their condition, d'Iberville's men made preparations for bombarding the fort, which Governor Bailey refused to surrender. So persistent, however, was the attack of the French, to whom

The French again occupy Fort Nelson. in their wretched plight failure meant untold hardships, that Bailey was forced to evacuate, although he did so with all the honors of war. Thus Fort Nelson was again in the hands of the French, and again became known as Fort Bourbon.

In the very year of d'Iberville's victory at Fort

**The Treaty
of Ryswick,
1697.**

Nelson there was concluded the Treaty of Ryswick, which for a short time put an end to hostilities. The treaty stated that each nation should retain the possessions which it had held at the outbreak of the war (1690), an arrangement which left to England only one post on the Bay, Fort Albany.



CAPTURE OF PORT NELSON.

Almost immediately, however, the two nations were at war again in connection with the Spanish Succession, and the Peace of Utrecht,

**The Peace
of Utrecht,
1713.** which again restored harmony, was more favorable to English interests.

The treaty provided that the French should leave the Bay in six months, and arrangements were made for the appointment of a commission to settle upon a boundary between French

Canada and the British possessions on Hudson Bay. Although the Company failed to recover from France a settlement of its claim for damages done to its forts in time of peace, yet it was now free to resume, undisturbed, its trade with the Indians. For the next half century the fur-trade was so remunerative as to make good all losses sustained in the long struggle between France and England.



CHAPTER IV.

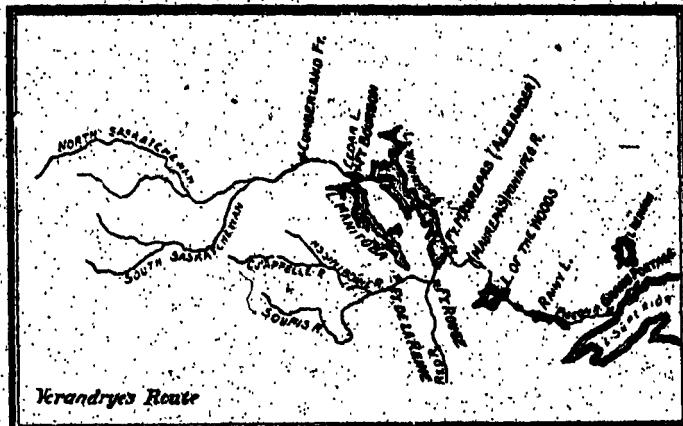
EXPLORATION.

As has been previously noted, the French traders had become familiar with the land north and immediately west of Lake Superior. Trading-stations had been established at Michilimackinac and on Lake Nepigon. The struggle carried on by d'Iberville with the English on Hudson Bay had for many years drawn the attention of New France from the Lake Superior district. The Peace of Utrecht removed this counter attraction, and both the government and traders of French Canada again became interested in the western country.

In 1728, there was in charge of the fort on Lake Nepigon an obscure trader, Sieur de la Verandrye, who is now well known as the pioneer of western explorers. Verandrye, who had heard from the neighboring Indians of the lakes and rivers to the

Verandrye Sets out for the West. west, became convinced that he could discover the "northwest passage" to the "Western Sea," which had been the dream of so many of his countrymen from the time of Cartier. He accordingly made application for aid to the Governor, at Quebec,

but the latter, although he favored the project, gave no assistance other than a license to trade with the Indians. Some financial support Verendrye gained from private merchants, and, in August, 1731, his party was ready to set out from Pigeon River (Grand Portage), about forty miles southwest of the Kaministiquia River.



The journey west was a slow one, occupying several years, because the explorers were forced to stop frequently and trade with the Indians. During the first season they reached Rainy Lake, where, at the head of Rainy River, they built their first fort, St. Pierre, near the site of Fort Francis. The following year, they descended Rainy River to the Lake of the Woods, on the west side of which a second fort, St. Charles, was erected. Another

year found them at Lake Ouinipegou (Winnipeg), which they reached by a river they called the Maurepas (the Winnipeg). Near the Reaches of Lake Winnipeg.

Near the mouth of this river a fort was built, where Fort Alexander now stands; and this, for several years, marked the western limit of Verandrye's explorations, lack of funds forcing him to return east. In 1738, this indomitable Frenchman, leaving Fort Maurepas, crossed the southern expanse of Lake Winnipeg and entered the Red River, which he followed to its junction with the Assiniboine, where the city of Winnipeg now stands. In the next stage of the journey he reached the portage used in crossing from the Assiniboine to Lake Manitoba, a spot now occupied by the thriving town of Portage la Prairie.

Forts Rouge and de la Reine. During a protracted stay here, Verandrye built Fort de la Reine, and in the same season members of his party constructed Fort Rouge at the mouth of the Assiniboine. At this point, Verandrye was summoned to Montreal to answer false charges brought against him by private enemies who had grown jealous of his successes. Although some slight justice was done him later, and his achievements were recognized by the French court, yet this faithful servant of France died with his dream of a journey to the "Western Sea" unrealized.



JUNCTION OF RED AND ASSINIBOINE RIVERS.

Verandrye had worthy successors in his sons, who carried on the work from where their father left off. Crossing the portage to Lake Manitoba, they made their way to the Saskatchewan River, which they ascended. Their route was marked by the erection of Forts Dauphin and Bourbon. A few years later, a relative of Verandrye built a fort on the upper waters of the Saskatchewan, near the Rocky Mountains. In 1763, the Peace of Paris transferred Canada to England; and thus France, by failing to support the valiant Verandrye, was deprived of the honor of discovering the route to the Pacific coast.

With the transfer of Canada to the English, French trade in the west quickly declined, and save for a few daring spirits, no traders were to be found beyond the Kaministiquia. But the French were to have successors, if not more daring,

yet more persevering and shrewd. The disbanding of the regiments of Wolfe and Amherst gave to Montreal and Quebec a large increase in population, made up mainly of Scotch. Many of these new settlers entered into the fur-trade. Foremost among them was Alexander Henry, who, engaging the services of a French-Canadian guide, succeeded in opening up the old traders' route to the western shore of Lake Superior. Following Henry came another Scotchman, Thomas Curry, who, in 1766, pushed west along the Verandrye route until he reached Fort Bourbon, on Cedar Lake, an expansion of the Lower Saskatchewan. Two years later, a third Scotchman, James Finlay, of Montreal, started out from Fort Bourbon and pressed on to the limit of the Verandrye expedition.

There now appeared on the scene two Englishmen, Benjamin and James Frobisher, who introduced a trading policy which had an important effect upon the interests of the Hudson's Bay Company. In order to divert the fur-trade from the Company's forts to Lake Superior, these clever

**The Rivalry
of the Fur-
Traders.** traders built a post on Sturgeon Lake, an expansion of the Saskatchewan, from which they could easily make expeditions to intercept the Indians on the way to the Bay. The Company, however, was not to be outdone by its enterprising rivals,

for Samuel Hearne was immediately stationed at Sturgeon Lake, where he built Fort Cumberland, about two miles below the Frobishers' post. In retaliation the Montreal merchants pushed north to the Churchill, or English River, constructing by the way a trading-post on Beaver Lake. Thus had the two bodies of traders met and begun a rivalry which, while it did injury to both sides and complicated dealings with the Indians; sometimes to the corruption of the latter; nevertheless stimulated the work of exploration of the vast expanse of territory stretching from Lake Superior to the Pacific Ocean.



CHAPTER V.

EXPLORATION (Continued).

THE criticism had been made of the Hudson's Bay Company, that it confined its operations to the coast of the Bay and failed to explore the interior of the country. It was further urged by critics that the Company had failed to assist in the discovery of a northwest passage to the Pacific. At last, however, a man was found, one Samuel Hearne, who, by reason of his long experience in the fur-trade and his familiarity with the life of the Indians, was specially suited for introducing a change in the policy of the Company. At Prince of Wales Fort, a stone structure built, in 1734, at the mouth of the Churchill River,

**The Hudson's
Bay Company
Criticized.**

Hearne had learned from the Indians of a great river to the north, from which they brought samples of copper. In 1769, Hearne was instructed to set out for the interior, to proceed to the Athabasca country and thence north in search of the unknown river. It was hoped that the expedition would clear up the mystery of the passage into the western ocean.

In November, therefore, a start was made, but the unfortunate explorer was forced by the desertion of his guides to return to the Churchill. In no way disheartened, Hearne set out again in February of the following year with a party of five Indians. After travelling seven months, during which he suffered the greatest hardships, he had the mis-



FORT PRINCE OF WALES.

fortune to break his quadrant; and, deciding that without this instrument it would be useless to proceed farther, he turned back and began his weary tramp to Hudson Bay. Despite the discouraging outcome of his two efforts, Hearne made, in December of 1770, his third attempt to reach the Coppermine River. Proceeding due west to the point where the Montreal merchants had reached

the Churchill, he turned north and, in June, met a party of Copper Indians, who were delighted to learn of the object of the expedition.

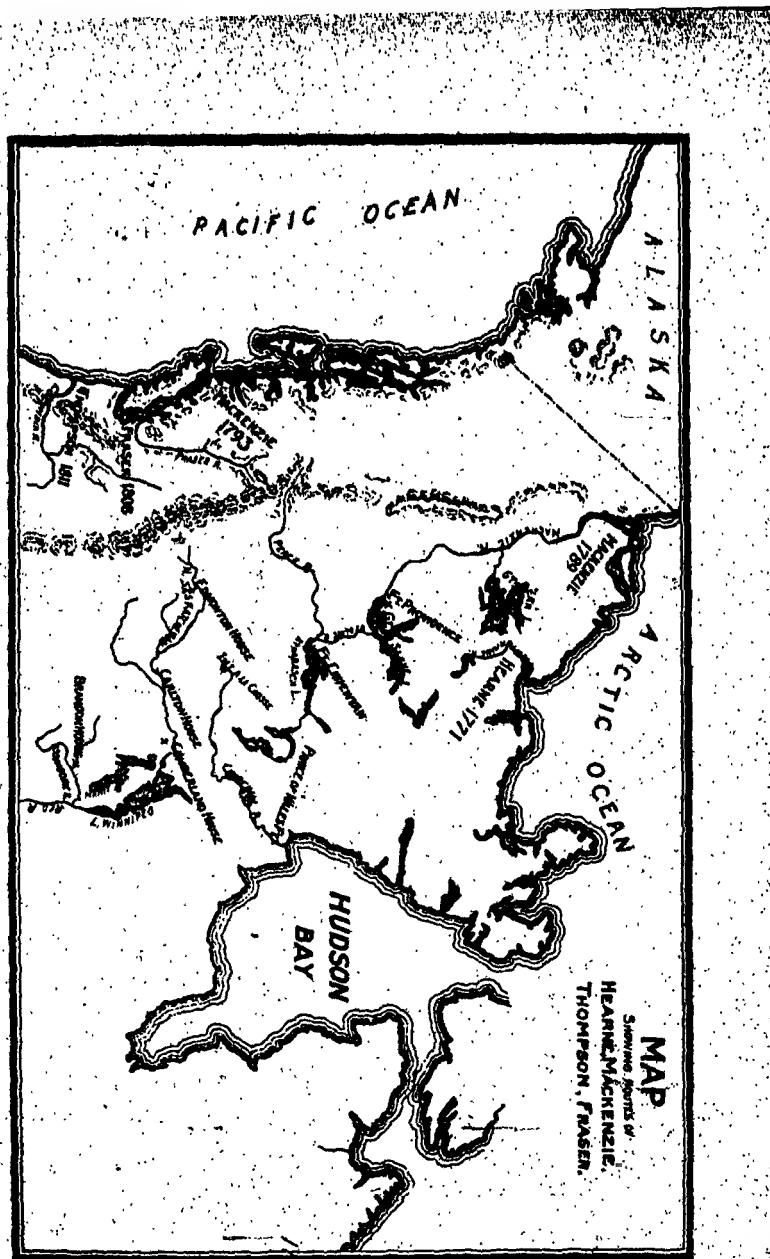
**Hearne
Discovers
the
Coppermine
River, 1771.**

On July 13th, Hearne arrived at the Coppermine, down which he passed to the Arctic Ocean, the descent of the river occupying only five days.

Having taken possession of the new country in the name of the Company, the happy explorer began his return trip, which was not concluded until June of 1772, some time being spent among the Indians on the north side of Lake Athabasca. Thus, through a worthy representative, the Hudson's Bay Company satisfied its critics and won a reputation for energy and enterprise.

From the journeys of Hearne date the expansion of the Company's trade. During the next twenty-five years extensions were made south and west, and the most suitable points seized upon for trading-stations. Among the most important posts

**Brandon
House and
Edmonton
House.** built were, one on Rainy Lake and another at Ile à la Crosse, near Lake Athabasca. Brandon House, on the Assiniboine, and Edmonton House and Carlton House, on the north branch of the Saskatchewan, were the outposts of the West. Within half a century, the influence of the Company (which had been accused of confining its trade to the shores of Hudson Bay) extended from Rainy Lake



to the foot of the Rockies. The centre of this vast district was Cumberland House on Sturgeon Lake.

Roused by the success of their rivals in trade, the Montreal merchants, headed by Frobisher and Simon McTavish, decided upon union; and, in 1784, the North West Company was formed and its first

The North West Company Founded, 1784. meeting held at Grand Portage, on Lake Superior. Two enter-

prising Americans, Pond and Pangman, who had been over-looked in this move, started a rival company, in which was included a young Scotchman, named Alexander Mackenzie, who afterwards became famous as an explorer. Common interest soon led these two companies to unite against their more powerful rival on Hudson Bay.

Mackenzie, who had already given evidence of great ability, was placed by the new Company in charge of the Athabasca district, with headquarters at Fort Chipewyan, the most important point in the north. But Mackenzie had in mind something more attractive, to him at least, than fur-trading. He had heard from Indians how Samuel Hearne had discovered the Coppermine and descended it to the Arctic Ocean, returning by way of Lake Athabasca; and his mind was set upon reaching the Arctic Ocean, and perhaps the Pacific, by another river of which rumor had come to him. In June,

1789, Mackenzie set out with three canoes from Fort Chipewyan, and, by way of Slave River, reached Slave Lake in nine days. Leaving several of his party to build Fort Providence, Mackenzie continued his journey

**Discovery of the
Mackenzie
River, 1789.**

by a river which proved to be the object of his search, and which now bears his name. Forty days after starting, the expedition reached the Arctic Ocean. The return trip was made without delay, in order that Fort Chipewyan might be reached before the close of the season. ~~X~~

Not satisfied with his great achievement, Mackenzie now made a voyage to England in order that he might acquire the mathematical knowledge necessary to enable him to make accurate observations in his explorations. In 1792, he returned to Canada and, going to Fort Chipewyan, at once entered into careful preparations for the voyage which was destined to realize his life's ambition. Setting out in October, he ascended the Peace River as far as the most westerly trading-station then established, where it was proposed to pass the winter, so that an early start might be made in the



SIR ALEXANDER MACKENZIE.

spring. By the beginning of May the voyage was resumed, and, as the party neared the mountains, the difficulties of navigation became very great, the

Mackenzie reaches the Pacific, 1793.

travellers having in some places to draw the canoes up stream by grasping the branches of trees. The dis-

couragement of the men was only overcome by their leader's great courage. Struggling on over the height of land, they at last found themselves, to their great delight, on the banks of a navigable stream flowing down on the west side of the mountains. Down this river, since named the Fraser, they made their way, in spite of dangerous rapids and hostile Indians. Finding that this route was too long, Mackenzie left the river at a spot afterwards marked by the erection of Fort Alexander; and by a cross-country journey of sixteen days reached an arm of the sea. To mark the goal of this great expedition, the following inscription was made upon the face of a rock: "Alexander Mackenzie, from Canada, by land, the twenty-second of July, one thousand seven hundred and ninety-three." The return to Fort Chipewyan was made without mishap. The dream of the noble Verandrye had been fulfilled, in the discovery of "La Grande Mer de l'Ouest."

Two other names should be mentioned in connection with western exploration, those of Simon Fraser and David Thompson. Fraser, an employee

of the North West Company, following the route taken by Mackenzie, descended, in 1808, from the **Fraser** Rockies to the Pacific coast by the river which now bears his name. **and** **Thompson.** Thompson, who had been sent out from England in the service of the Hudson's Bay Company, finding that his position offered no scope for his ability, made a successful application to the North West Company for employment. After spending two years in visiting the forts of the latter Company and definitely noting their location he, in 1811, made his famous journey to the Pacific coast. He ascended the north branch of the Saskatchewan, crossed the Rockies on horseback, and in canoe descended the Columbia to its mouth, only to find that he had been preceded by two American explorers, Lewis and Clark, who had reached the coast six years earlier.

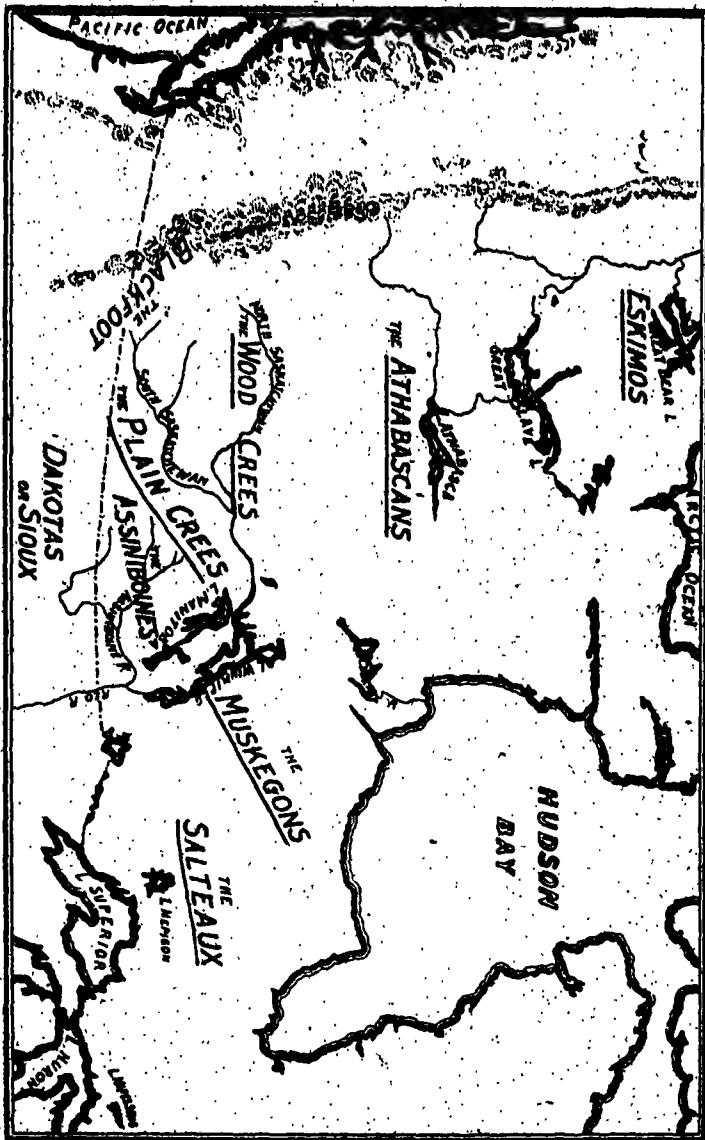


CHAPTER VI.

THE TRADERS AND THE INDIANS.

The early explorers of Eastern Canada, Cartier and Champlain, found themselves among Indians of the great Algonquin nation, whose territory extended from far south to the Gulf of St. Lawrence, and north of the St. Lawrence and Ottawa rivers, even to the prairies. To the west, above Lakes Nipissing, Huron, and Superior, dwelt a hardy branch of the Algonquins, called the Ojibeways or Chippewas. These seem to have been a warlike tribe, capable of protecting themselves even against the attacks of the fierce Iroquois and Sioux.

In their new climate the Ojibway section of the Algonquins became a separate people, called the Crees. A band of these, emigrating from the neighborhood of Sault Ste. Marie, were found later about Lake Nepigon in great numbers, and were known as the Salteaux. The Crees extended west as far as Lake Winnipeg, and north to Hudson Bay. On account of the swampy nature of the land which they occupied, they were called the "Crees of the Muskegs," or "Muskegons."



MAP SHOWING LOCATION OF INDIAN TRIBES.

Stretching west from Lake Winnipeg, along the banks of the North Saskatchewan, were the Wood Crees, so called because they clung to the wooded

The Wood and Plain Crees. shores of the lakes and rivers. These resembled their Ojibway ancestors more than did the Muskegons. To the south of the Saskatchewan were found the Plain Crees, who were wanderers, forsaking canoe for horse.



CREE INDIAN.

The Blackfoot Indians. Close to the Rocky Mountains, where the South Saskatchewan takes its rise, dwelt the Blackfoot Indians, who were probably of the Algonquin race.

French travellers early came across a new tribe of Indians from the western shore of Lake Superior. These, because of their likeness to the Five Nation Indians, they called the "Little Iroquois of the West." Being a nation of allies, they were named **The Dakotas**, but more familiarly Sioux.

The popular theory regarding these Indians is that they ascended the Mississippi with the Iroquois, and that, on arriving at the mouth of the Ohio, the nation divided, one

part turning northeast, the other north to the district of the Dakotas, west of the Great Lakes. The Dakotas, whose country extended south of the boundaries of Manitoba and Assiniboin, were very fierce, earning the title of "Tigers of the Plains."

At an early date, before the traders reached the country, a feud broke out among the Dakotas, which resulted in a split in the nation.

One section, moving north, settled

The Assiniboines. on the Assiniboine, and became known as the "Sioux of the Stony River" (the meaning of "Assiniboine" in Cree). These were soon on friendly terms with the Crees, learning their language and in many cases inter-marrying with them.

North of the Crees, the country was occupied by the Athabascans. These, beginning at Hudson Bay, dwelt along Churchill River, Lakes

Athabasca and Slave, and the Peace River. They were much less warlike than their neighbors, but

The Athabascans. were great travellers. A tribe re-

lated to the Athabascans, the Sar-

ees, lived near the Blackfoot Indians. The Eskimos, or Innuits, inhabited the Arctic coast, all the way from Labrador through



ASSINIBOINE INDIAN.

the district of the Coppermine into the Alaskan peninsula.

In the early years of the fur-trade, when the Hudson's Bay Company confined its operations to the

shores of the Bay, and the French traders, with few exceptions, dealt with the Indians at Lake Nepigon, the latter were compelled to make very long trips to reach the trading-posts. Sometimes it took two or three months to accomplish the journey. The tribes which came to York Factory from the far interior, usually assembled at Lake Winnipeg, from

which meeting place they would make their way, in number sometimes exceeding a thousand, down

Long Journeys. the Nelson River to the Company's fort. The hardships of the journey

were so great that they were often forced to throw away many of their furs, retaining only the lighter and more valuable ones. Such an effect had one trip upon some that they never fully recovered, and could not, under any circumstances, be persuaded to pass through the same experience.



BLACKFOOT INDIAN.

On arriving within sight of the fort, the Indians usually discharged their fowling-pieces; and the salute was returned at the command of the chief factor by firing several small cannon. While the squaws and younger men unloaded the bundles of furs, the chiefs in charge of the expedition



INDIAN TEPEE.

were ushered into the trading room, where pipes and tobacco were immediately forthcoming. After

At the Trading Posts. a preliminary smoke the business of trading was proceeded with. The furs were weighed and their value estimated.

At first the articles used in exchange were trinkets of trifling value, such as beads and similar ornaments; but later a new policy was

adopted, and such things were given as would assist the Indians in their hunting.

The greatest curse connected with the traders' dealings with the Indians was the sale of intoxicating liquors. On the whole it was the policy of the Hudson's Bay Company to discourage this evil practice, but competition brought it into common observance. It was when the "Fire-water,"

three great companies, the "Hudson's Bay," the "North West," and the "X Y," were rivals for the trade of the west that the Indians suffered most from the use of "fire-water," while the perils of the trader's life became consequently greater. With the union of the companies the evil almost disappeared.

One of the most striking features of the history of the Northwest is the absence, save for a few

The Indians Friendly. isolated massacres, of Indian wars, all the more striking in contrast

with the experience of western settlers in the United States. This must be attributed, to a great extent, to the good judgment of the officers of the fur-trading companies. The Indians seem to have quickly realized that it was to their interests to have friendly intercourse with the traders.

CHAPTER VII.

THE RIVALRY OF THE FUR COMPANIES.

THE union of the Montreal traders, which had been brought about in 1784, under the name of the North West Company, offered a successful opposition to the Hudson's Bay Company, not only in fur-trading, but also in the exploration of the west. Yet the union had a few determined opponents, who succeeded in organizing a small company, which, from the mark upon its goods, came to be called the "X Y". This new organization built a trading-post within a mile of the North West Company's station at Grand Portage. Later both concerns moved their headquarters to the Kaministiquia. In 1801, Alexander Mackenzie, who had never been able to get on with Simon McTavish, the ruling partner in the older company, threw in his fortunes with the smaller body, which was in consequence known as "Sir Alexander Mackenzie and

The
"North West"
and "X Y"
Companies.

tunes with the



LORD SELKIRK.



FORT WILLIAM.

Company." And now a period of the keenest rivalry set in. Fortunately for the interests of the trade and the welfare of the Indians, the man who had been the cause of the friction died, in 1804; and, with the removal of Simon McTavish, steps were at once taken to unite the "North West" and the "X Y" Companies, under the name of the former.

Union ushered in a period of great activity both in trade and exploration. To this period belong the journeys of Simon Fraser and David Thompson. The united strength of the late rivals made possible the establishment of a great trade dépôt at the mouth of the Kaministiquia, to which was given the name of Fort William, in honor of one of the partners, William McGillivray. The **Fort William.** transportation of goods from the east was made easy by the use of a vessel on the route from Lake Erie to Sault Ste. Marie, and of a schooner on Lake Superior, running

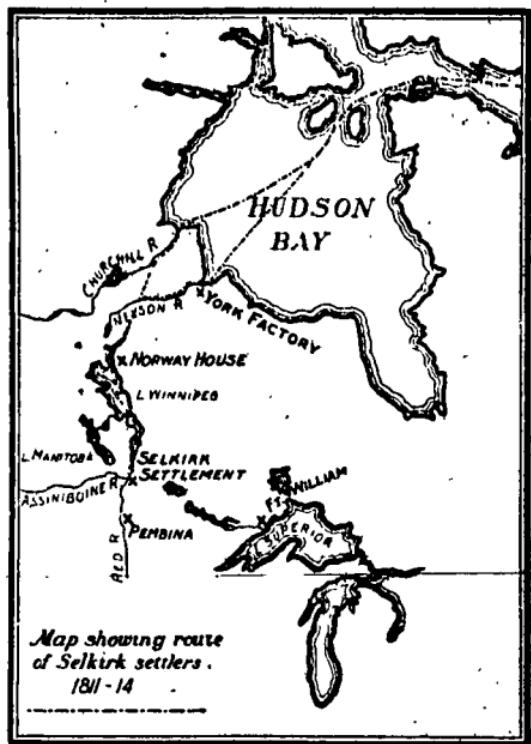
between the St. Mary River and Fort William. The Red River country was occupied in earnest, and at the forks of the Assiniboine and Red rivers was built Fort Gibraltar, probably the first building erected upon the site of the present capital of Manitoba.

Meanwhile, the attention of Great Britain had been drawn to Western Canada by the publication of a book describing the travels of Mackenzie. Among those who became interested in this remark-

Lord Selkirk. able book was the Earl of Selkirk, who saw in the Red River district a favorable field for colonization. Selkirk had early manifested a sympathetic interest in the peasantry of both Scotland and Ireland, and had already, in 1803, brought out eight hundred settlers to Prince Edward Island. The success of his first venture emboldened him to attempt the planting of a colony in the very heart of Canada. Knowing that any scheme of colonization would meet with the strong opposition of the fur companies, he adopted the plan of gaining a grant of land from the Hudson's Bay Company. The area secured consisted of about one hundred and ten thousand square miles on the Red and Assiniboine rivers. This district was to be called Assiniboa. In 1811, the first group of settlers, seventy in number, sailed for the new land and arrived safely at York Factory. The winter was spent in building boats and making other

**The Selkirk
Settlement,
1811-1814.**

reached the scene of their new life in the autumn.



preparations for the long journey inland. Early in July the party left York Factory, and, by way of the Nelson River and Lake Winnipeg,

Despite the difficulties of the journey and the hardships endured in the early years of settlement, three more bands of colonists reached the Red River between 1812 and 1814, the total number of arrivals being about two hundred and seventy. The Governor of the colony was Miles Macdonald, a captain of the Canadian militia.

As was expected, Selkirk's colonization scheme met with the bitter opposition of the North West Company. This opposition had begun in England, where Alexander Mackenzie, having acquired stock in the Hudson's Bay Company, opposed the grant of land to Selkirk, and later did all in his power to discourage

~~colonists from coming out.~~ The Nor'-Westers saw in the whole plan merely a device of the Hudson's Bay Company to ruin their trade. They, moreover, questioned the claim of the Company to the Red River district, urging that they themselves had entered into the country immediately after the withdrawal of the French traders who discovered it. It was inevitable, therefore, that the indignation of the Nor'-Westers should hurry on a struggle between the two companies.

The years 1812 and 1813 passed without any outbreak of hostilities. The winters were spent by the colonists at Pembina, a famous buffalo ground, where Fort Daer was erected. During the year 1814, in order to provide for the support of his growing colony, Miles Macdonald issued a proclamation forbidding traders to take out of the country any provisions during the year. Learning that the officers of the North West Company had no intention of obeying this proclamation, the Governor ordered the seizure of their stores from a fort on the Souris River. Indignant at this high-handed action on the part of their rivals, the partners of the North West Company met at Fort William, and decided upon a course of action which boded ill for the young colony. Two partners, Duncan Cameron and Alexander Macdonald, were sent to Fort Gibraltar to break up the settlement.

Their object was accomplished, partly by persuasion, partly by force. Under promises of land in Upper

**The Colony
broken up
by the
Nor'-Westers.**

Canada and the payment of wages due from the Hudson's Bay Company, over a hundred of the settlers were enticed into deserting their homes. Failing to bribe the remainder, the Nor'-Westers had recourse to violence. Maedonald was arrested and sent to Montreal for trial, while the wretched settlers were driven to their boats, in which they escaped to a place of refuge at Jack's River (Norway House), on Lake Winnipeg.

Deliverance was near at hand. Colin Robertson, an officer of the Hudson's Bay Company, arrived from the east. On learning what had happened, he at once proceeded to Jack's River and brought back the refugees. These, while returning, were joined by a party of ninety new colonists, who

**Governor Semple
Restores Order**

had been sent out under Robert Semple, a newly-appointed Governor. Fort Douglas, two miles below the Forks, which had already been begun, was now completed. In 1815, Robertson captured Fort Gibraltar, which, however, he soon restored to its owners. The following year, Governor Semple, feeling that some decisive action must be taken, again seized Fort Gibraltar and despatched Cameron to England by way of York Factory. Despite the opposition of Robertson, Fort Gibraltar

**And Destroys
Fort Gibraltar.**

and a crisis was fast approaching.

The Nor'-Westers were making careful preparation for striking an effective blow at the Red River colony. Two expeditions were to be sent against it, one from Fort William, the other from Fort Qu'Appelle. The half-breeds from Qu'Appelle, under their leader Cuthbert Grant,

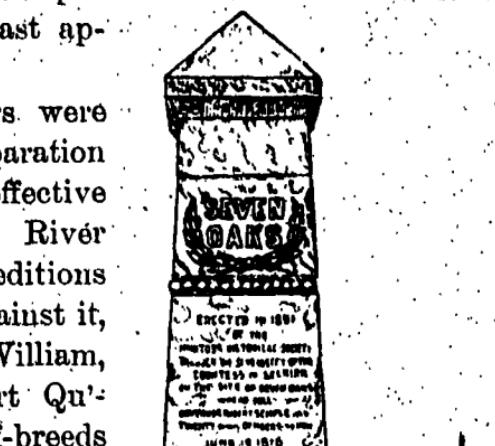
killed Gov.
Seven Oaks, Governor Semple and

1816. twenty of his men in a battle at Seven Oaks, near Fort Douglas, and captured the fort.

The only recourse for the expelled settlers was to again seek protection at Norway House.

But the outrage at Seven Oaks was not to remain long unavenged. A report of his colonists'

was torn down and the material used to strengthen Fort Douglas. Semple's actions were ill advised



SEVEN OAKS MONUMENT.

sufferings had reached Lord Selkirk in the year before the crisis, and he had determined to visit Canada. Confirmation of the bad news, which he received on his arrival in Montreal, made him eager to bear aid to the colony on the Red River. He straightway made application to the Government

Selkirk to the Rescue. of Lower Canada for protection against the lawlessness of the Nor'-Westers.

but, failing to secure this, he determined to take action himself. He enlisted as new colonists some ninety men of the "de Meuron" and "Watteville" regiments, which had just been disbanded at the conclusion of the war with the United States. In June, 1816, the expedition set out from Montreal for York (Toronto), and from that point marched north to the Georgian Bay, whence Sault Ste. Marie was reached by water. It was the intention of Selkirk to proceed to the extreme end of Lake Superior, where Duluth now stands, and thereby avoid Fort William; but the receipt of news of the fight at Seven Oaks and of the second breaking up of the colony, led him to alter his course and make for the headquarters of

At Fort William. the Nor'-Westers. Arriving in August at the mouth of the Kaministiquia, he pitched his camp opposite the fort and at once demanded the release of the prisoners taken at Fort Douglas. This demand was instantly complied with, and the Earl then determined to

arrest certain of the partners who had been guilty of inciting the attack upon the Red River colony. Acting in the capacity of a magistrate, he sent these down to York, Upper Canada, for trial. By the time affairs were settled at Fort William it was too late to proceed to the Red, but early in the following spring the journey was completed.

Immediately upon his arrival at Fort Douglas, Lord Selkirk began his work of restoration. The unfortunate refugees were again brought back from Norway House and restored to their lands. In order to secure the future safety of the colony, a

At Fort Douglas. made with the

Indians, which

was signed by Ojibway, Cree, and Assiniboine chiefs. To the restored settlement was given the historic name of Kildonan. His mission fulfilled, Selkirk returned by way of Pembina to Upper Canada, where he was called upon to defend himself against several charges of false arrest brought forward by some partners of the North West Company. On these charges the Earl was found guilty, owing probably to the influence exerted by the



SIR GEORGE SIMPSON.

Nor'-Westers, even in the Canadian courts of law.
Deeply disappointed, Lord Selkirk left Canada in 1818, never to return.

Just as the death of Simon McTavish had made possible the union of the North West and "X Y" Companies, so now the removal of Lord Selkirk

**Union of the
Hudson's Bay
and
North West
Companies,
1821.**

caused much of the ill-will existing between the Hudson's Bay and North West Companies to disappear. In 1821, these latter companies united under the name of the older organization. The first

governor was a young Scotchman named George Simpson, who, during a short service in the English company in the Athabasca district, had given evidence of remarkable executive ability and strength of character. Norway House became the centre of trade for the united company.



CHAPTER VIII.

THE FAR NORTH.

FROM the days of Cabot and Cartier the finding of a northwest passage to the Pacific had been the ambition of many daring mariners. During the sixteenth, seventeenth, and eighteenth centuries voyage followed voyage—each, by the discovery of a new strait or bay, adding to our knowledge of the Arctic regions. Vast sums of money and many

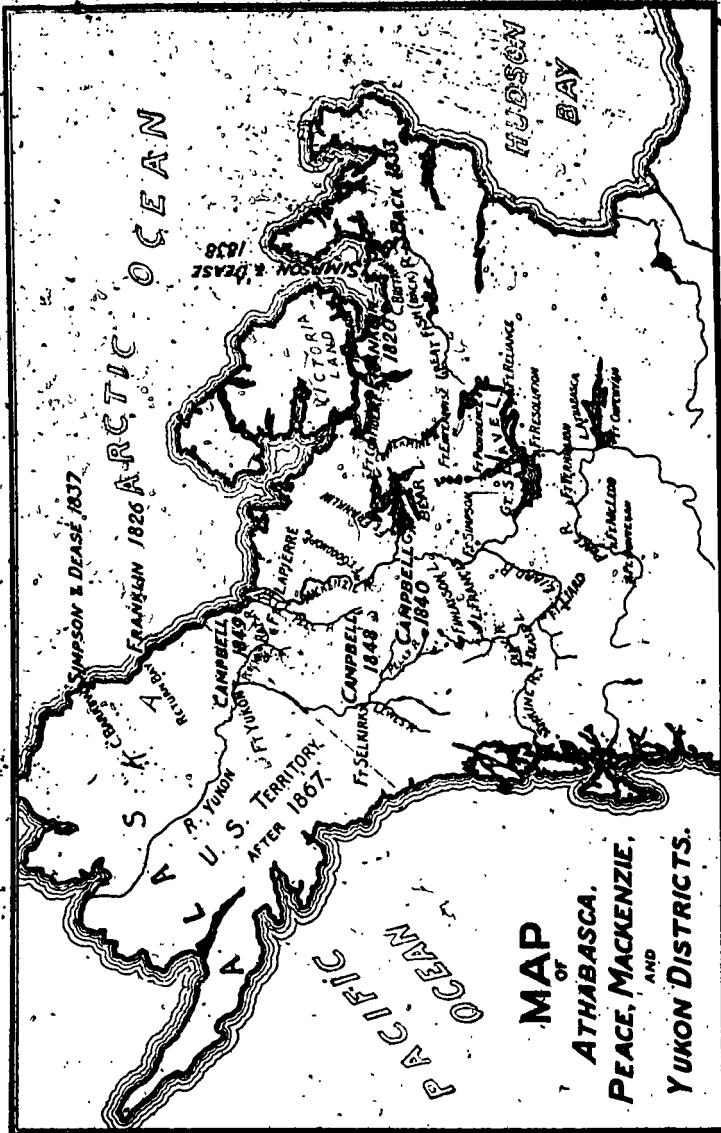


SIR JOHN FRANKLIN.

valuable lives were spent in the search.
The North-West Passage. Of the Arctic expeditions, those which were made by land are of interest to us, for they helped to open up our north country, in parts of which valuable minerals have since been found.

In 1819, John Franklin and Dr. Richardson sailed from England, having in view a journey to the Arctic coast through northern Canada. The first winter was spent at Fort Chipewyan and the

**MAP
of
ATHABASCA,
PEACE, MACKENZIE,
AND
YUKON DISTRICTS.**



second at Fort Enterprise, north of Great Slave Lake. In the following spring, the explorers descended the Coppermine River to the Arctic, and coasted eastward as far as Cape Turnagain. Three years later

Franklin and Richardson. Franklin made his second journey, this time wintering at Fort Franklin, on Great Bear Lake. Here the party divided, the leader himself descending the Mackenzie and tracing the coast west to Return Reef. Meanwhile Dr. Richardson worked his way east until he reached the mouth of the Coppermine, which he ascended, rejoining Franklin at their winter quarters.

In 1833, Captain Back was sent out to look for one John Ross, who three years earlier had gone by sea in search of the northwest passage. Back

Captain Back. wintered at Fort Reliance, on Great Slave Lake, where he received news of the safe

return to England of the missing explorer. Determined, nevertheless, to complete his journey, he pressed on to the Arctic by the Great Fish, which is now called the Back River.

The directors of the Hudson's Bay Company now began to display an active interest in these Arctic discoveries. Their charter required of them a support of the work of exploration. Moreover, England had become enthusiastic over the remarkable achievements of Franklin and Back. In 1836, therefore, the Company ordered Governor Simpson to prepare and

send out an expedition in search of the long-sought passage. Two competent officers of the Company,

Simpson and Dease. Peter Dease and Thomas Simpson, were chosen to conduct the enterprise, and a start was made from Norway House.

The party wintered at Fort Chipewyan, and early in the spring paddled down the MacKenzie and from the river's mouth westward. Return



SIR GEORGE BACK.

In a third and final trip Simpson and Dease passed Cape Turnagain and reached Cape Britannia.

The Fur-Traders on Lake Athabasca.

We have already noticed that, after Canada passed into the hands of the English, the attention of the fur-traders was centred in the district about Lake Athabasca. Samuel Hearne, on his return from the Coppermine River, had spent part

Reef was passed, and Simpson made his way on foot to Cape Barrow. The explorers wintered at Fort Confidence, and the following summer found them on their way down the Coppermine. Cape Turnagain marked the limit of this journey, but, before returning, Simpson took possession of Victoria Land in the name of the Queen.

of a season among the Indians on the north shore of the lake. It remained, however, for the Montreal merchants to open up this new region to trade, and the man chosen for this work was the daring Peter Pond, who, in 1778, built the first trading-post on the Athabasca River, near the lake. Ten years later, Fort Chipewyan was erected, the famous starting-point of explorations directed west to the Rockies and north to the Arctic Ocean.

It was natural that traders who had become familiar with Athabasca Lake should pass on up the Peace River. The first to do this was a French-Canadian, who established Fort Vermilion. Later were built, farther up the river, Forts Dunvegan and McLeod.

Great Slave Lake. About seven years after Pond entered the Athabasca district, Cuthbert Grant, the father of the half-breed leader in the fight at Seven Oaks, extended the fur-trade to Great Slave Lake. When the two great companies united, they built a large trading-post on Great Slave Lake, called Fort Resolution. Another important point on the lake was Fort Providence, founded by Mackenzie on his return from the Arctic Ocean.

About 1796, a North West Company trader, named Livingstone, built the first fort on the MacKenzie River. That this pioneer work was attended

with great danger may be judged from the fact that this unfortunate man was murdered by the hostile Eskimos. The next fort erected on the Mackenzie was Fort Simpson, which was and still is the centre of trade for the district. Other important places in the same neighborhood were Forts Franklin and Good Hope, the former built for the accommodation of the great explorer, the latter to meet the demands of the ever extending fur-trade.

The union of the North West and the Hudson's Bay Companies was followed by a rapid extension of trade in the Mackenzie River district. John Bell, an Arctic explorer of some experience, built a fort on Peel's River. In 1846, Bell descended the Rat River and discovered the Lower Yukon. This new region was occupied by the erection of La Pierre's House and Fort Yukon. When Alaska. the United States bought Alaska from Russia in 1867, these points were given up by the Company. The whole district has since been abandoned by the fur-traders as unprofitable.

Situated at the junction of the Mackenzie and Liard, Fort Simpson became the base from which the latter river, one of the swiftest and most dangerous of the Rocky Mountain streams, was explored. The first post built on the river was Fort Liard, at the

forks of the east and west branches. In 1834, Chief Trader John McLeod succeeded in forcing his way up the west branch, and discovered Dease River and Dease Lake, from which the Liard takes its rise. Four years later, Robert Campbell established a trading-station on Dease Lake, and in the same season, crossing the mountains, reached the Stikine River.

In 1840, Campbell was again sent out by the Hudson's Bay Company. Ascending the north branch of the Liard River to Lake Francis, he made his way by Finlayson River to a small lake of the same name, occupying the height of land. Crossing this, he found himself looking down upon a large river, which, as a tribute to the Governor of the Company, he called the Pelly. After descending the stream a short distance, he retraced his course to the Lower Liard. Not until eight years later did Campbell make the journey which rendered

The Yukon River. complete his already extensive travels. From the height of land he descended the Pelly to its junction with the Lewes, where he built Fort Selkirk. After a year's delay, he descended the now famous Yukon River to Fort Yukon, from which point he made his way down the Porcupine to the mouth of the Mackenzie. Great was the surprise of his friends when he arrived at Fort Simpson, coming up instead of down the stream.

CHAPTER IX.

THE RED RIVER SETTLEMENT.

THE discontinuance of hostilities after the disaster at Seven Oaks afforded the settlement on the Red River an opportunity to develop, but development was very slow. The population of the colony at this time consisted of two hundred Scotch and Irish settlers, about the same number of the "de Meurons" Regiment, together with such French traders and half-breeds as had found their way to the Forks. For a

Early Hardships: few years disaster followed disaster, until the very existence of the settlement was threatened. In 1818, an incursion of grasshoppers completely destroyed the crops, and the unfortunate farmers were forced to resort to Pembina in search of the buffalo, as they had done in the early winters. It was not until three years later that the destructive invaders took their departure and the settlers beheld in a rich harvest the tardy reward of their toil.

The Grass-hoppers.

In 1821, the population of the colony was increased by the arrival of a party of Swiss, who came in by the York Factory route. These immigrants, though clever watch and clock makers and musicians, were

poor farmers, and unfortunately agriculture was the only occupation open to them. The new arrivals, as well as the "de Meurons," did not make successful settlers; and it required only another disaster, which befell them five years later, to drive most of them

The Flood of 1826. from the Red. In the spring of 1826, the rivers, by reason of a

heavy fall of snow in the previous winter, overflowed their banks, and the water swept over the fields of the colony, forcing the owners to betake themselves to Stony Mountain, Bird's Hill, and other elevations. The unfortunate colonists returned after the water had subsided, only to find that their houses and stables had been swept away by the flood. This experience was too much for the Swiss and "de Meurons," who left the Red and moved south into Minnesota. The population of the colony was at this time about fifteen hundred.

After the flood, the young colony entered upon a period of comparative prosperity. It had passed, between 1814 and 1826, through hardships which we, in this age of plenty and ease, find it hard to realize. It is equally difficult for us to imagine the simple

Agriculture. and uneventful life of the colonists during the next twenty-five years. Farming was almost the sole industry, buffalo-hunting, except in times of distress, being left to the half-breeds and Indians.

The farms almost all faced the river, having a

frontage of ten chains and a depth of two miles. In some cases these narrow strips were subdivided

"Farming on Lanes." among several sons in a family, each retaining a river front. It is little

wonder that people from the east spoke of the inhabitants of the colony as "farming on lanes." Absurd as this division of the land

appeared, it carried with it many advantages. As a well was a rare luxury, the river was the only unfailing source of water supply. The Red, too, furnished much more tempting fishing than it does to-day. Perhaps the greatest gain from the narrowness of the land holdings was the compactness of the



RED RIVER CART.

settlement, which added to the safety of the settlers in time of danger, and tended to promote the social, educational, and religious life of the community.

As might be supposed, the farming in the early years was very primitive. The implements were of the crudest kind, the spade and the hoe being the only available instruments for planting and sowing.

The grain was cut with sickle or cradle and threshed by means of flails. The "quern" was

Some Crude Implements. used in crushing the grain into flour. This machine consisted of two flat stones, between which the grain was ground to a flour—not always white, as we are told. But changes took place even in this out-of-the-way settlement. The hoe gave place to the wooden plough, the sickle and cradle to a crude reaper. The flails were forgotten in the use of the two-horse treadmill. It was not long before the Hudson's Bay Company had a windmill erected at Fort Douglas, and a clever settler, imitating this, built several throughout the community.

A like simplicity marked the government of the colony. After the death of Lord Selkirk, his heirs became the nominal rulers of the settlement, but in reality its management rested

Government. with the Hudson's Bay Company.

The local governor of the Company, therefore, represented British law in the country. It was not long before a change was necessary, and a council of English- and French-speaking settlers was appointed, under the title of the Council of Assiniboia. Unfortunately, this body, being appointed by the Company, was not representative of the mass of the people, a circumstance which later on caused trouble.

The commerce of the settlement was carried on

under the greatest difficulties of transportation. There were two routes by which goods were brought in. One of these, of course, began at York Factory. From this point, the huge York boats, each manned by a dozen men, made their wearisome way up the Nelson River and down Lake Winnipeg. The other route lay through United States territory. From St. Paul or St. Cloud, in Minnesota, merchandise was carried to the colony in primitive carts. The latter route was often rendered dangerous by the attacks of unfriendly Indians.

The Hudson's Bay Company, to which the executors of Lord Selkirk had sold out their interest in the Red River lands, determined to enforce its monopoly of trade by suppressing all free-traders. The Council of Rupert's Land, therefore, imposed a duty of twenty per cent. on all imports, exempting from taxation those settlers

The Hudson's Bay Company enforces Trade Monopoly. who took no part in trading in furs. This action aroused bitter resentment among both English- and French-speaking half-breeds, who were dependent for their livelihood upon trade. Petitions were sent to the British Government, one signed by over nine hundred French half-breeds, praying that they might be granted freedom of commerce. No immediate

satisfaction was given to the petitioners, and the agitation in the colony went on until finally a trifling incident precipitated a crisis. A French trader, named Sayer, who had bought some goods with the intention of making a trading venture on Lake Manitoba, was arrested by the Company and imprisoned in Fort Garry. On the morning of the day fixed for Sayer's trial, several hundred armed French Metis, under the leadership of Louis Riel, whose son some years later disturbed the peace of the colony, crossed

"Le commerce est libre." the river from St. Boniface and surrounded the court house. Despite the protest of the magistrates, the prisoner was seized and carried off by his compatriots, amid shouts of "Lé commerce est libre!" "Le commerce est libre!" "Vive la liberté!"

In 1857, a clergyman named Corbett, settled at Headingly, was imprisoned for having made extravagant statements against the Company. A mob, believing that Corbett was innocent, broke into the jail and liberated him. One James Stewart, who

Lawlessness. with several companions had taken part in this episode and had been arrested on the charge of jail-breaking, was in turn set free by his friends. Such incidents as these indicated the weakness of the Hudson's Bay Company's administration of the Red River colony, and also the growing determination of the colonists to enjoy freedom of trade. It was evident that the

time had come for the Northwest to be withdrawn from the control of a fur company.

The opportunity came at last. Rupert's Land was secured to the Hudson's Bay Company by charter, while all territory outside of that limit was held merely by a license, which had been renewed every twenty-one years. A few years before 1859, when the license would expire, the directors made application for a renewal. In this

The Purchase of Rupert's Land. step they now met with strong and effective opposition on the part of the Canadian Parliament.

A representative of Canada, Chief Justice Draper, before a committee of the British House of Commons, urged that the natural western boundary of Canada was the Rocky Mountains, and that Canadian settlements should be extended into the Northwest. The committee recommended that the petition of the Canadian Government should be granted. It was not, however, until 1869, two years after confederation, that the transfer of the Hudson Bay territory to the Crown was arranged, the actual change not taking place until the middle of the next year. The Company was to surrender its rights in Rupert's Land, receiving in exchange the sum of £300,000. The Company was allowed to select a block of land near each of its posts, and was further granted one-twentieth of the area within the "Fertile Belt," that part of Rupert's Land lying south of the north branch of the Saskatchewan River and west of Lake Winnipeg.

CHAPTER X.

MISSIONS AND SCHOOLS.

WE have now followed the history of the Northwest from the founding of the Hudson's Bay Company down to 1867, the year of confederation, when it was felt by many statesmen that the Dominion of Canada should include our great prairie land. Up to this point our attention has been fixed upon exploration, trading and settlement. Foremost came the explorer whose motive was to discover and claim new territory in the name of his sovereign. Following closely upon and sometimes even accompanying the explorer came the trader, eager to make gain out of the fur-trade with the Indians. Behind the trader, feeling his way more cautiously, came the settler in search of a new home. Important as are the achievements of all of these, yet a history of our land would be far from complete were no mention made of a pioneer whose aim in coming to the rude settlements of the Red River valley was nobler than that of explorer, trader or settler, namely the missionary.

Students of Canadian history are familiar with the picture of those heroic pioneers of Christianity, the Jesuits, struggling through the frozen snows of



ARCHBISHOP TACHÉ.

Acadia, wading the swift rapids of the Ottawa, or penetrating the forest wilds of the Huron land.

A member of this order, Père Messager, The Jesuits, who accompanied as chaplain the Verandrye party of 1731, was the first Christian priest to visit Rupert's Land. Five years later a second priest,

attached to an expedition under Verandrye's son, was killed by the Sioux Indians a little west of Lake Superior.

In 1818, the Roman Catholic Church made its first permanent establishment in the country, when the Rev. Joseph Norbert Provencher arrived at the Red River settlement, which was to be the scene of his untiring labors for thirty-five years. His work lay at first among the French-Canadians and the disbanded soldiers of the "de Meuron" regiment. A church and mission house were built on the east bank of the Red River, where it receives the waters of St. Boniface, of the Assiniboine; and to the new colony was given the historic name of St. Boniface. Upon the death of Bishop Provencher, in 1853, Bishop Taché, who had for several

years been in charge of the missions farther inland, came to St. Boniface to enter upon a work which has made him a well-known figure in the religious and political life of the West.

But the Red River mission was only a small part of the work undertaken by the Roman Catholic Church. As early as 1842 a priest visited the Indian Missions. Saskatchewan valley and the English River district, founding a mission station at each point. Ille à la Crosse, the point at which Bishop Taché laboured for several years, was the centre of the missionary system, which quickly extended into the Athabasca district and even down the valley of the Mackenzie. The work of the missionary was rendered difficult by the tendency of the Indians to travel about the country on hunting expeditions. In order to keep in touch with his converts the priest was forced to follow them in their wanderings, although by every means possible he tried to encourage them to settle down and till the soil.

Prior to the year 1820 no Protestant missionary had entered the country, although the original settlers claimed that Lord Selkirk had promised them a Gaelic-speaking minister.

A Protestant Mission. During this year there arrived, as chaplain of the Hudson's Bay Company, an Anglican clergyman, the Rev. John West, whose service was gratefully received by many of the



ARCHBISHOP MACHRAY.

nized as the founder of the Anglican Church in Rupert's Land. During the forty years of his faithful service, the work of the Church was widely extended. The position of the settlements, scattered along the two rivers, made a series of missions a necessity. Mr. West's chapel was replaced

The Founding of the Anglican Church: by what was known as the "Upper Church," the present St. John's Cathedral. About six miles farther down the Red was erected the

"Middle Church," later called "St. Paul's." Fifteen miles below Upper Fort Garry Mr. Cochran built the "Lower Church," which has given place to the fine stone structure known as St. Andrew's. Evidence of this pioneer clergyman's interest in missions is found in the erection of a

colonists. On the west bank of the Red River, two miles below the Assiniboine, a rude schoolhouse was erected, which served also as a church. After a ministry of three years Mr. West returned to England.

In 1825, the settlement welcomed the arrival of the Rev. William Cochran,

who is commonly recog-

church at the "Indian Settlement," the parish of St. Peter, and of another among the Crees about Portage la Prairie. In 1865, Mr. (then Archdeacon) Cochran died, only a few days before the arrival of Dr. Machray, the newly appointed Bishop of Rupert's Land. Bishop Machray's scholarship and missionary zeal have made him an invaluable factor, not only in the religious but also in the educational life of the country.

The Anglican Church, like the Roman Catholic, found its greater work outside the settlements, in ministering to the needs of the Indians. Of twenty-four clergymen fifteen labored in the interior, scattered here and there between Moose Factory, on James Bay, and the Yukon. Of these, eleven were

The Missionary's Hardships. natives of Rupert's Land, speaking one or more Indian tongues, and therefore peculiarly fitted to endure all the hardships and privations of western mis-

sionary experience. The difficulty of their work was increased by the necessity of tramping for days, often on snowshoes, to meet straggling bands of Indians. With these they lived in their humble wigwams, helping them in their search for food, and day by day teaching them the Gospel.

Naturally the disappointment of the Selkirk settlers at not receiving a Gaelic-speaking minister was very great. So liberal, however, was the spirit in which the clergymen of the Anglican Church



REV. JOHN BLACK, D.D.

left St. John's and rallied about the newcomer, and three years later the Kildonan church was

The Presbyterian Mission.

built. The missionary spirit of the Presbyterians soon manifested itself in the sending forth of the Rev. James Nisbet, to found a mission in the Saskatchewan valley, on the site of Prince Albert.

A fourth Church, the Methodist, had as early as 1840 taken part in the missionary work among

the Indians, at Norway House and on the Saskatchewan. The year 1868 witnessed the arrival of the Rev. George Young, the most notable representative of this denomination in the Red River settlement.

The Methodist Mission.

modified their form of worship; that most of the Presbyterians gave their support to the chapel built by Mr. West. Yet the agitation among the settlers never wholly ceased until, in 1851, the Presbyterian Church of Canada was prevailed upon to send out a minister, its choice being the Rev. John Black. Fully three hundred Presbyterians



REV. GEO. YOUNG, D.D.

the work of education. Closely connected with every mission station the school was to be found. Out of the humble schools attached to the three oldest mission churches grew the colleges of St. Boniface, St. John's, and Manitoba.

The missionaries of all denominations gave themselves in a spirit of self-sacrifice to the laborious, and often dangerous, mission of carrying the message of the Gospel to colonist and native alike. But another, and equally great, service they rendered in undertaking, almost unaided,



CHAPTER XI.

THE RED RIVER REBELLION.

THE transfer of Rupert's Land from the Hudson's Bay Company to Canada, which had been arranged for and only required the Queen's proclamation, met with a local opposition, which unfortunately grew into rebellion. During the late summer of 1869 the Canadian Government began to make preparations for taking over the new territory in December. Col. J. S. Dennis, a Dominion land surveyor,

**The Cause
of the
Rebellion.** was instructed to proceed to the Red River and begin a general survey. While obeying his instructions, the Colonel gave warning that such action would have a disturbing effect upon the half-breeds. The warning proved to have been reasonable, for scarcely had the survey been begun, when a party of French half-breeds, headed by Louis Riel, interfered and stopped the work. It was evident that many of the settlers had the impression that their claims to the land upon which they had settled were to be disregarded by the Canadian Government.

In September, the Hon. William McDougall was appointed Lieutenant-Governor of the Northwest Territories, his term of office to date from the day

on which the transfer was proclaimed; and he at once set out for the Red River, arriving at Pembina on October 30th. Meanwhile Riel, who now had a following of three or four hundred men, and was determined to oppose the entry of the newly-appointed governor, had blockaded, near St. Norbert, the road leading into the settlement. Ambroise

Lepine, who had charge of the military operations, was dispatched to Pembina to instruct McDougall

**The Governor
Stopped at
Pembina.**

not to enter the country, and these instructions were, fortunately for all concerned, observed. Col. Dennis, however, made an attempt to raise a

force among the English and Scotch settlers to bring in the governor in spite of the rebels. His failure brought to light the fact that, while these men had held aloof from Riel and his followers, they were not disposed to undertake to suppress the rising. They had not been consulted in the great change which had been made, and could not therefore be expected to take an active part therein.

In November, Riel, anxious to secure more



SIR GARNET WOLSELEY.



LOUIS RIEL.

of which it was composed failed to agree to anything. From this point the situation became more strained and Riel's conduct more high-handed. All suspected of opposing Riel and his followers were arrested; and the stores of the Hudson's Bay Company were freely used by the usurping rulers. A "provisional

A "Provisional Government." government had been established, with Riel as president and O'Donoghue as treasurer.

On the first day of December, McDougall issued what purported to be the Queen's proclamation, appointing him governor, and another authorizing Dennis to raise a force to suppress the rebellion. The attempt of Dennis to carry out these instructions proved a failure, and forty or fifty men who had gathered at the house of Dr. Schultz, to protect

comfortable quarters, seized Fort Garry, from which he Riel Seizes issued a Fort Garry. proclamation to the inhabitants of Rupert's Land, requesting them to send twelve representatives to act in a common council with the French half-breeds. Although the council met, the adverse elements

some government stores, were disarmed by a force of three hundred Frenchmen and imprisoned in Fort Garry.

Dr. Schultz Arrested. Dr. Schultz, who was among those arrested, proved impatient of restraint, for, improvising a rope from a buffalo robe, he succeeded in making his escape. After hiding for a time at the house of one of the Kildonan settlers, he made his way to Duluth and thence to Eastern Canada.

Meanwhile, McDougall had returned to Ontario, and the Government had sent out a special commissioner, in the person of Donald A. Smith, now Lord Strathcona, whose experience and tact, it was

Donald A. Smith. hoped, would put an end to the existing difficulties. Immediately the effect

of his presence was seen in the gathering of a convention of forty members, French and English equally represented. A Bill of Rights was drawn up and preparations made to send delegates to the Government at Ottawa. After the dissolution of the convention, Riel and his council continued to rule, and there was every promise of a speedy settlement of all grievances. Many prisoners had been liberated during the sitting of the convention, and now the remainder would have been set free but for an ill-timed movement against Riel's government. A party of about one hundred men from up the Assiniboine had gathered at Kildonan, hoping to be there reinforced, but had been persuaded to



LORD STRATHCONA.

return home. As they were making their way across the prairie, they were suddenly arrested by Riel and imprisoned; and four of them, including Major Boulton, were sentenced to death. Anxious, however, to secure recognition of his government, Riel announced that he would spare the condemned men if the people would send representatives to a convention. It now seemed as if a peaceable settlement of all difficulties was to be reached, when suddenly the whole community was shocked by the announcement of the execution of one of the prisoners. On the 4th of March, after a mock

The Murder of Thomas Scott.

trial, in which the prisoner had no opportunity of putting in a defence, Thomas Scott was led out in front of the fort and shot. Riel had taken a fatal step, for from the moment of this tragedy the sentiment of the community turned against the "provisional government."

When the news of Scott's death reached Ottawa, all thought of conciliation was dismissed by the Canadian Government. Col. Wolseley was dispatched with an armed force to the scene of the rebellion.

Following the old fur-traders' route, the expedition arrived at Fort Garry by the end of August.

Col. Wolseley. It was found that the three rebel leaders, Riel, O'Donoghue, and Le-pine had fled to the States. The rebellion was over. Col. Wolseley called upon Donald A. Smith to act as administrator of the Government until the arrival of a regularly appointed governor.

Even while the force under Wolseley was on its way to the Red River, the Manitoba Act was passed and Manitoba thereby received into the Dominion

The Manitoba Act. Confederation as a full-fledged province. By a provision of the Act one and a half million acres of land were set apart to satisfy the half-breed

claims. Most of the demands made by Riel and his followers were readily granted. Many men who had come west under Col. Wolseley settled in the new province; and, with the restoration of order, a stream of immigration began to flow, which, in a few years, converted the little Fort Garry settlement into the populous capital of Manitoba. Close behind

The Organization of the Province. the military expedition came the first governor of the province, the Hon. Adams G. Archibald. No time was lost in taking the necessary steps for the organization of a Provincial Government. Twenty-four electoral districts were formed, each of which was to send a



HON. JOHN NORQUAY.

representative to a legislative assembly. A council of five was selected to advise the governor.

The history of Manitoba since confederation has been mainly the history of immigration. So rapidly did settlers press west, that a great need

arose of inlets for population and merchandise, and outlets for the products of the country. Although for a while the flat-bottomed, stern-wheeled steamer did good service on the Red River, a **Progress.** railway soon became a necessity. The first road to connect Winnipeg with the outside world was a branch line from Pembina, built in 1878. In 1885, the main line of the Canadian Pacific Railway was completed and the isolation of the Northwest became an experience of the past.

Manitoba, in spite of the rapid growth in population and general prosperity, has not been free from difficulties. A dispute over the boundary between Manitoba and Ontario, involving the district in

which Rat Portage is situated, was finally settled in favor of the latter province. Another serious **Provincial Rights.** question was that presented by the virtual monopoly which had been granted by the Canadian Government to the C.P.R. The rapidity with which the province was filling up with settlers made clear the necessity of opening the country to more railways. The Provincial Government, therefore, under the leadership of the Hon. John Norquay, urged the withdrawal of the monopoly. Provincial rights were finally recognized, and with the abolition of all restrictions other railroads entered the province. The development of a great railway system has ensured the prosperous growth of Manitoba and the Northwest Territories.



CHAPTER XII.

THE ORGANIZATION OF THE NORTHWEST TERRITORIES.

THE suppression of the Red River rebellion, as we have seen, was the signal for an influx of settlers. Many of the half-breeds, discontented under the new authority established by the Manitoba Act, left their lands and sought freedom on the shores of the Saskatchewan. To take their place, there soon came farmers from the east, mainly from Ontario, who, reaching the border by the railways

A Rush of Immigrants. of the United States, made their way across the prairies in their canvas-topped wagons. Soon an extensive immigration of Europeans set in, for the most part from the northern nations, Scandinavian, German, and British. The stream of immigration quickly flowed beyond the bounds of Manitoba and over the vast regions west and northwest, along the Saskatchewan, even to the foot of the Rockies.

The district organized into the Province of Manitoba, in 1870, was but a small portion of the great area now known as the Northwest. Provision was made, therefore, by the Ottawa Government for the temporary administration of the yet unorganized



FOOT PARADE, DRILL ORDER, NORTHWEST MOUNTED POLICE.

territory by the Lieutenant-Governor of Manitoba, assisted by a council of eleven members, whose appointment rested with the Dominion authorities. The territory known as Keewatin was to be directly under the control of the Lieutenant-Governor of Manitoba. At an early date laws were enacted, laying down rules to govern trade and to suppress the liquor traffic among the Indians. To enforce these rules and to protect the settlers, it was deemed necessary to organize a force of Mounted Police, limited to the number of three hundred. This force, at first one hundred and ninety strong, rendered invaluable service from the date of its inception.

**Early
Government
of the
Territories.**

In 1875, provision was made for the fuller organization of the government of the Territories by the appointment of a resident lieutenant-governor, the

A Resident Governor for the Territories.

Hon. David Laird. To aid the governor a council of three members was appointed. The first meeting of the council was held in 1877, at Livingstone, on Swan River. Battleford was, however, the chosen seat of government, and here the sessions of the council were held for the next six years. In 1883, Regina, being situated on the main line of the Canadian Pacific Railway, then in

Regina the Capital.

the process of construction, was selected as the capital. It was further provided by the Act of 1875 that as the population increased electoral divisions should be formed for the election of additional members of council. As soon as the number of elected members reached twenty-one the council was to be abolished and a legislative assembly was to take its place.

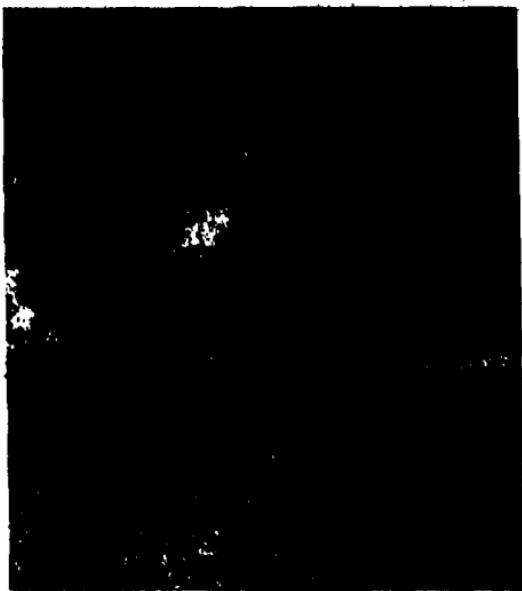
It was no easy task that faced the early governors of Western Canada. What presented the greatest difficulty was the support of the Indians, which, with the disappearance of the buffalo, became a serious problem to the Government. With the increase of population in Manitoba and the Northwest Territories, it became necessary to bring about the surrender by the Indians of the vast areas of land extending from Lake Superior to the Rocky

Mountains. This was accomplished by a series of treaties, seven in all, concluded at intervals between the years 1871 and 1877. The first of these was made with the Ojibways or

The Indian Treaties. Chippewas, at Lower Fort Garry, so-called the "Stone-Fort Treaty"; the last with the Blackfoot Indians at the foot of the Rockies. In this work Governors Archibald, Morris, and Laird served faithfully the interests of the west, and in fact of all Canada, for their successful dealings with the Indian claims secured the safety of western settlers. The spirit in which the Canadian Government has dealt with the natives may be gathered from the following simple words of Lieutenant-Governor Archibald's address, upon the occasion of the "Stone-Fort Treaty":

"Your Great Mother, the Queen," he said, "wishes to do justice to all her children alike. She will deal fairly with those of the setting sun, just as she would with those of the rising sun. She wishes her red children to be happy and contented. She would like them to adopt the habits of the whites, to till the land, and raise food, and store it

The "Great Mother," and the Indians. up against the time of want. But the Queen, though she may think it good for you to adopt civilized habits, has no idea of compelling you to do so. This she leaves to your choice, and you need not live like the white man



QUEEN VICTORIA.

unless you can be persuaded to do so of your own free will. Your Great Mother, therefore, will lay aside for you lots of land, to be used by you and your children for ever. She will not allow the white man to intrude upon these lots. She will make rules to

keep them for you, so that as long as the sun shall shine there shall be no Indian who has not a place that he can call his home, where he can go and pitch his camp, or if he chooses build his house and till his land."

Although the treaties differed in many details, they all possessed the same general features. In every case the Indians gave up all right to their

The Reserves. land except those portions, called reserves, which were set apart for their own use. In return, they were to enjoy the privilege of hunting and fishing anywhere in the surrendered territory until it was occupied by the

Government or by individual owners. Every year, five dollars was to be paid each Indian, man, woman, and child, twenty-five to a chief, and fifteen to each of his councillors. Lands were set apart for the sole use of the Indians, one section for each family of five; and these could not be sold without the consent of the owners, and even then only for their benefit. The object of this precaution was to prevent the possibility of injustice being done to the natives during the rush of immigration. Reserves were granted to one or more bands in the districts in which they had been accustomed to dwell. This proved a more satisfactory plan than that which prevailed in the United States, namely, of placing whole tribes on large reserves. By the Canadian system the home feeling was fostered, and the strength of the tribes, at times a menace, was weakened.

To encourage agriculture, the Indians have been well supplied with implements, oxen, cattle, and seed grain. In many cases they have **Farming**. been submissive and ready to learn. Special effort has been put forth in the work of education, every treaty providing for the building of schools in connection with the reserves. **Schools.** It is only by education that the Indians can be prepared for the great change which the advance of civilization has brought into their lives. In order to give these civilizing influences the best

possible chance to work, every precaution is taken to suppress the sale of intoxicating liquors.



MOUNTED POLICE BADGE.

When we consider the vastness of the Northwest Territories, the small and scattered settlements, the number of Indians to be controlled and provided for, the task of government seems impossible. That it

has not been so, has been due largely to the efficiency and bravery of the Mounted Police.

The Northwest Mounted Police.

Organized, at the outset, with a strength of about two hundred men, the force has grown to four times that number. At first the duties of

the Police were varied indeed, including those of police, jury, judge, and even parliament. Their dealings were mainly with the Indians. But with the development of government and of the judicial system, these duties have narrowed down to such as the suppression of cattle-raiding, stealing, and smuggling, especially of intoxicants. Patrolling as they do about eight hundred miles of boundary line, they materially assist the revenue department in the collection of duties. An important service is also rendered by the Police in the

enforcement of the precautions against prairie fires, and still another in the protection of small game, which, now that the buffalo has disappeared, has come to be regarded as valuable. The war in South Africa has shown us that, in the Canadian militia, there are no more efficient troops than the Mounted Police.



CHAPTER XIII.

THE SASKATCHEWAN REBELLION.

IN 1881, Lieutenant-Governor Laird was succeeded by the Hon. Edgar Dewdney. So rapidly was the country filling up with settlers that, in the following year, it was found advisable to carve out of the Territories the four districts of Assiniboia, Alberta, Saskatchewan, and Athabasca. This division did not, however, involve any change in government, but the whole country continued to be governed from Regina, in Assiniboia.

But, like Manitoba, the Territories were to experience in rebellion an unfortunate check to their peaceful progress. The half-breeds, who in discontent had left the Red River in 1870 and had joined their near relatives, the Crees of the Saskatchewan, began to feel the hated civilization creeping in upon them once more, and were again ripe for rebellion. It only required the presence of Louis Riel to fan the smouldering discontent into a flame of rebellion. He, having completed his term of

outlawry, returned in the summer of 1884 from Montana, where he had been quietly teaching school. Riel was at first moderate, striving to secure recognition of the half-breed claims by

**The Claims
of the
Half-breeds.** political agitation. Their first claim was that they should be placed on the same footing as the Manitoba half-breeds, who were receiving grants of two hundred and forty acres. They demanded also that they should be granted patents, or title deeds, of the lands upon which they had settled. They further protested against the form of Dominion land-surveying, as interfering with their system of long narrow farms facing the river.

Riel's moderation was short-lived, for the intense vanity which had led him to excess in 1870 again overcame his judgment. He had made Batoche, the centre of the Metis settlements, his headquarters. Had he confined his intrigues to the half-breeds, the danger would not have been great; but the real peril lay in the attitude of the Indians, of whom

**Riel Tampered
with the
Indians.** there were about thirty-five thousand in Manitoba and the Territories. Of these, the Crees and Ojibways were

regarded as friendly, but Riel's influence with the more warlike Blackfeet was to be feared, and with the latter he began to tamper. Big Bear, who had but recently signed a treaty with the Government and was settled in a reserve

upon the North Saskatchewan, became Riel's agent among the Indians. Another chief, Poundmaker, although he subjected one Canadian column to defeat, afterwards maintained that he would have taken no part in the rising had he not been first attacked.

On March 18th, Riel arrested the few whites at Batoche, who were all loyal, and organized a



FORT QU'APPELLE.

council of his own followers. The conduct of military affairs he entrusted to Gabriel Dumont, a brave and skilful leader. The scene of the outbreak was the angle between the north and south branches of the Saskatchewan.

Batoche, the Scene of the Outbreak. The two streams, for about one hundred miles, run almost parallel. On the north branch, about thirty miles west of the Forks, was located the town of Prince Albert, and fifty miles farther up the river, Carlton,

the post of the Mounted Police. Opposite Carlton, and situated on the south branch, was Batoche, and between the two places Duck Lake, a settlement composed of a few log houses. This settlement, since it contained valuable stores of provisions and ammunition, was the first object of Dumont's attack. It happened that Major Crozier, in charge of the post

The Fight at Duck Lake. at Carlton, sent a detachment of police and volunteers to secure the stores at Duck Lake, just after Dumont had occupied the place. Here the first encounter took place, in which the police were forced to retreat, after sustaining a loss of twelve killed and seven wounded.

The effects of the fight at Duck Lake were very decided. The white settlers were fully aroused to a sense of their danger. Many of the Indians, who had been holding aloof, were called out by the temporary success of the rebels. But if Riel was victorious for a season, his very victory, summon-

The Canadian Volunteers. ing as it did volunteers from every part of the Dominion, was to prove his undoing. First, the 90th Rifles and part of the Winnipeg Field Battery were hurried to the scene of the rebellion. Within four days contingents left Quebec, Montreal, Kingston, and Toronto, the whole force under the leadership of General Middleton, the commander-in-chief of the Canadian militia. By the 9th of April,

C Company Regulars, the Royal Grenadiers, the Queen's Own Rifles, the Governor-General's Foot Guards, and the Governor-General's Body Guards reached Qu'Appelle, where they were awaited by the Winnipeg troops. This became the base of operations.

In the valley of the North Saskatchewan there were three points which were especially exposed to danger. Prince Albert was likely to be the object of an attack by the half-breeds from Batoche. The town was garrisoned by a force of Mounted Police and volunteers, but the defences were useless. Battleford was threatened by Stony and Cree Indians, although their chief, Poundmaker, remained peaceably on his reserve, thirty miles distant. Battleford was composed of two parts, the

The Exposed Points. old town situated upon the low ground south of Battle River, the new town, including the fort, occupying the elevation next to the Saskatchewan.

The Indians plundered and burned the old town, and shut off all communication with the fort by cutting the telegraph wires. The third point exposed was Fort Pitt, between Battleford and Edmonton.

Beyond Fort Pitt lay the reserve of Big Bear, and beyond this again the settlement of Frog Lake, among the Moose Hills. This was the scene of the saddest incident of the war. On April 2nd, a

band of Big Bear's followers entered the village, disarmed the settlers on some crafty pretext, and then deliberately shot them down.

The Frog Lake Massacre. Two brayé priests, Father Fafard and Father Marchand, were killed in an effort to avert the tragedy. Through

the humanity of some friendly Cree Indians and half-breeds, who gave up their horses, the lives of the women were spared. The murderous savages next proceeded to an attack upon Fort Pitt, which,

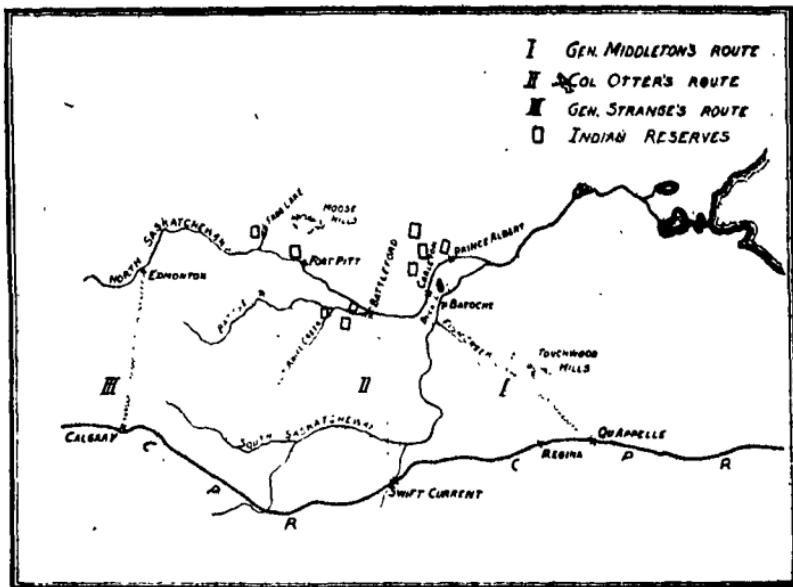
Fort Pitt. lying low in a meadow by the river, with no adequate ramparts, seemed incapable of defence. The small garrison of twenty-three men, commanded by Francis Dickens, a son of the great novelist, refused to surrender to Big Bear's three hundred warriors. However, after successfully repelling one attack, Dickens saw that the position was untenable, and, making his way out of the fort, escaped down the river.

As there were three places at which the settlers were in imminent danger, it was necessary to send out from Qu'Appelle three relief columns. The

Three Relief Columns. western column, under General Strange, made up of about six hundred men, was to advance against

Big Bear. From Calgary the route lay north to Edmonton. The middle column, of about the same strength, was commanded by Col. Otter, whose commission was to relieve Battleford. The main

or eastern division, of which Gen. Middleton retained command, had for its task the relief of Prince Albert, and the crushing of the rising at its heart, Batoche. The supplies of this force, together with a Gatling gun in charge of Captain Howard, were



sent under protection of the Midlanders to Swift Current, from which point they were to be conveyed by the steamer "Northcote" down the Saskatchewan to Clark's Crossing. A trying march of two hundred miles, over the Touchwood Hills and through Salt Plain, brought Middleton's force to Clark's Crossing, but the "Northcote," delayed by the shoals, was nowhere in sight.

Middleton's Advance upon Batoche.

Without delaying, Gen. Middleton moved forward his men in two divisions, one on each side of the river; and, on April 24th, he came upon the rebels in the ravine of Fish Creek. The **Fish Creek.** Canadian troops were eager for the fight, C Company leading, followed closely by the 90th of Winnipeg. After a stubborn resistance, during which they inflicted heavy loss upon the loyal troops, the rebels withdrew. Surprised at the bravery and skill of the half-breeds, Gen. Middleton decided to delay his advance upon Batoche until the arrival of the "Northcote" and the Midlanders.

Meanwhile, Otter's task of relieving Battleford was, at the conclusion of a march from Swift Current to the North Saskatchewan, successfully accomplished. Unfortunately, it was deemed necessary to send an

**Otter's
Relief of
Battleford.** expedition against Poundmaker, although the Indians who had been doing most damage in the neighborhood were not of his following. On the way to the reserve, the troops entered, on the 2nd of May, a deep ravine, through which flows the Cut-Knife Creek. Crossing the stream, they began the

**Cut-Knife
Creek.** ascent of Cut-Knife Hill, when suddenly the front rank was met by a withering rifle fire from the surrounding bushes. Great as was the surprise, Otter's men took to cover and returned the fire like veterans. The

position was, however, untenable, and retreat was the only course open. All the credit of the engagement rested with Poundmaker, who had defended his wigwams with the skill of a general, and now permitted his enemies to withdraw unmolested, when he might have cut them to pieces.

Exactly a week later began the three days' fight at Batoche's Ferry, which practically closed the rebellion. The "Northcote," which had reached Clark's Crossing, was sent down the river to attack the enemy in the rear. The steamer's whistle was the signal for a general advance. Suddenly the rebels, rising from the ground, staggered the advancing

The Battle at Batoche's Ferry. column with a deadly fire. The whole surface of the land had been furrowed with rifle-pits. It was only the

promptness and bravery of Howard, who hurried forward his Gatling gun and trained it upon the trenches of the enemy, that averted a disaster. The volunteers, recovering, returned the fire, availing themselves of such cover as could be found. For two days they kept up the fight, and were with difficulty restrained from charging the pits. On the third day, however, as the fire of the enemy slackened, they became so impatient of restraint that their officers were forced to let them charge. With a shout the troops rushed into the trenches, the dashing Midlanders foremost, and close behind them the Royal Grenadiers and the '90th.

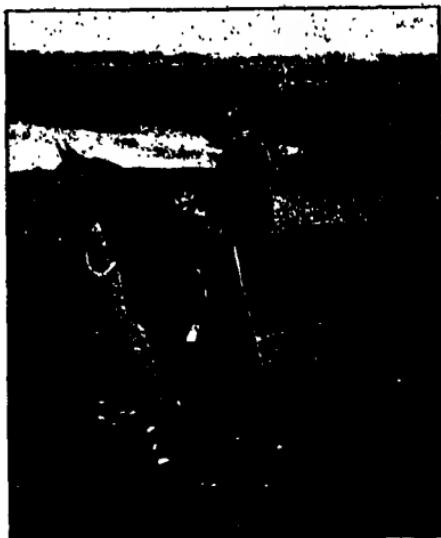
The pits were cleared and the rebels driven back through the village. The battle was won and the rebellion crushed. A few days later, Riel was captured.

General Strange, meanwhile, had quieted the Indians about Edmonton. On May 27th, he met Gen. Strange's and was defeated by Big Bear, Column. but his defeat was avenged within the week by Major Steele. Early

in July, all the troops were ready to return to the east. Riel's trial, which took place at Regina, caused great excitement throughout Canada,

Riel and in Executed. spite of the plea of insanity the death sentence was passed. On the 16th of November he was executed, and eleven days later eight Indians who had figured in the Frog Lake massacre also paid the death penalty.

If the rebellion checked for a time the prosperity of the west and disturbed the peace of Canada, it produced important results, some of which were beneficial to the Territories and to the whole



MAJOR STEELE.

Dominion. The claims of the half-breeds were satisfied in the prompt granting of patents. The rising had drawn attention to the Northwest, with

**The Results
of the
Rebellion.**

the result that the volume of immigration quickly increased, and this the more with the completion, in 1885, of the Canadian Pacific Railway. The most important effect of the rebellion was the fostering of a feeling of unity throughout the Dominion. Brave volunteers from every province had fought side by side, and common danger and common loss helped to make real our confederation.

Another beneficial result which may be traced to the same cause, was the passing, in 1886, of an Act giving to the Territories representation in the Parliament at Ottawa, a representation which consists at present of two Senators and four members of the House of Commons. From this point the growth in self-government was rapid. Only two years later, the Northwest Council was done away

**The First
Assembly.** with and there was substituted an assembly of twenty-two elected members. From this body the governor chose four members as an advisory council on matters relating to finance. The assembly first met at Regina, in 1888, during Lieutenant-Governor Royal's term of office. An unwise restriction, by the governor, of the right of the council

to control financial matters, led to the resignation of its members in the following year. Thus in the Northwest the battle for "responsible government," which had been fought out in the older provinces, was begun. The struggle was of short duration, and, in 1891, the Dominion Parliament granted to the executive the privileges it demanded. The Northwest Territories now enjoy a completely responsible government, and the next step will naturally be toward provincial organization.



CHAPTER XIV.

OUR PEOPLE.

THE history of Manitoba and the Northwest Territories during the past generation has been, as we have said, the history of immigration.

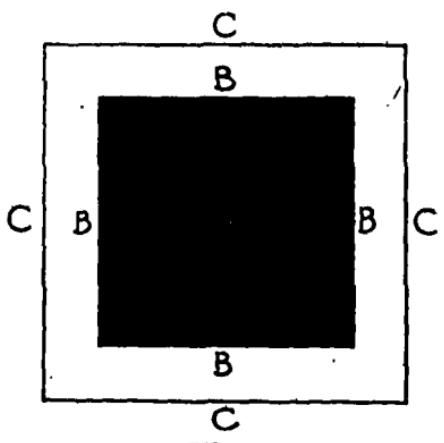


FIG. A.

C. LAND OF MANITOBA, ASSINIBOIA, ALBERTA AND SASKATCHEWAN, 270,000,000 ACRES.

B. LAND GOOD FOR FARMING, 135,000,000 ACRES.

A. LAND UNDER CULTIVATION, 4,000,000 ACRES.

Nor could it have been otherwise. In Manitoba, Alberta, Saskatchewan, and Assiniboia there are about 270 million acres of land. It is estimated that about one half of this is good for farming. Of this good land only four million acres are

**A Vast Land
and Few
Inhabitants.**

actually under cultivation. FIG. A will help us to realize how much room there is in the West for immigrants. The present population of Manitoba, Alberta, Saskatchewan, and Assiniboia is less than 425,000. What will be the population when all the good land is occupied?

It is not surprising, then, to find that the Dominion authorities are doing everything in

their power to fill up the country with suitable settlers. The more settlers they bring in, the greater quantity of wheat and the greater number of cattle will be shipped from the West. How easy it is for immigrants to secure farms, is shown by the way in which the land is divided.

The system of survey adopted in Manitoba and the Northwest Territories is very different from that followed in the older provinces of Eastern Canada. The land is uniformly blocked out into square sections and townships, which are numbered in regular order. Each township is about six miles square, and

System of Land Survey. is subdivided into thirty-six sections, each containing one square mile, or 640 acres. The plan of numbering these sections is indicated in

FIG. B. Sections 11 and 29 are set apart for school purposes, and sections 8 and 26 belong to the Hudson's Bay Company. A great part of the sections bearing odd numbers belongs to the Canadian Pacific and other railway companies. The even-num-

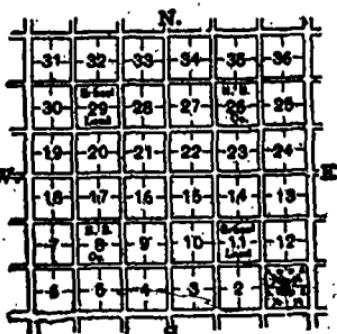


FIG. B.

bered sections have been reserved for settlers. Any head of a family over eighteen years of age can secure

one quarter of an even-numbered section, 160 acres, by making an application and paying a fee of ten dollars. This is called a "homesteads." All that is required of the "homesteader" is at least six months' residence upon and cultivation of the land in each year during the term of three years. Thus it will be seen that immigrants receive a practically free grant of land.

With such inducements held out to them, it is little wonder that men of many nationalities have found their way to the Canadian West. In 1871, our prairies were peopled, save for the Red River colonists, only by a few Indians, Half-breeds, and traders. Since that time there has been a steady inflow of Eastern Canadians, English, Scotch, Irish, and French. These have come in gradually, and have not, therefore, attracted much attention. More noticeable has been the coming of foreigners—Danes, Swedes, Norwegians, Belgians, Bavarians, Jews, Alsatians, Icelanders, Mennonites, Galicians and Doukhobors. These have arrived in groups, some small, others large, and have in many cases settled in colonies. Of late years there has been a rapidly growing movement of settlers from the Western States, including many Mormons.

Naturally, we are very much interested in the character of the people who have come to make their

home in the West. The Indians and traders, who have figured so prominently in the early history of the country, may be passed over in this connection. Those who have come from Eastern Canada, the **Canadians.** English, Scotch, Irish, and French, are Canadians, and are interested in having the West filled with people who will be loyal to Canada. But what of the foreigners who have



ON THE WAY TO THE HOMESTEAD.

been, and are still, pouring into the country? Will they make, not only good farmers, but also good citizens?

The earliest addition to our population, from foreign soil, was the Icelandic. In 1870, four young men left Iceland for North America. Landing at

Quebec, they passed through Canada to Wisconsin. Two years later they were followed by a larger group of emigrants, who settled, some in Nova Scotia, others in Ontario.

The Icelanders.

In 1875, a movement west was made by most of the Icelanders settled in Eastern Canada, and, in July, the pioneers landed at Fort Garry. After examining the neighboring country, they decided to locate upon the west shore of Lake Winnipeg. This settlement they called "New Iceland," the beginning of the present municipality of Gimli, now containing 2,500 people. Although the largest, this is not the only Icelandic settlement in Manitoba, there being altogether 10,000 Icelanders in the country. Being accustomed to a cold climate and the hardships of a rugged land, they have proved ideal pioneers for our young country.

In Southern Manitoba, in the neighborhood of Gretna and Morden, there is a very prosperous settlement of Germans, called Mennonites, who came to Canada from Russia as early as 1875. Seventeen townships were reserved and divided among six thousand of them. When they first arrived, many Canadians thought they would not make good settlers. Time has proved, however, that their industry and simplicity of life specially fit them for farming.

In the Territories, near Yorkton and Edmonton, have settled the Galicians, who came from a little

country in what was once Russian Poland. Nearly 30,000 of these people have been induced, by the hardships of their life in Galicia, to cross the Atlantic to a land where they can enjoy free and comfortable homes. Although uncouth-looking, clad in their rough sheepskin coats, the Galicians are naturally thrifty. They do not care for town life, but are fond of



THESE GALICIANS ARE CANADIANS.

the country. Their houses, although mere shanties built of logs and plastered with mud, are in some cases whitewashed, and present a neat appearance.

The most interesting, perhaps because the most recent, addition to our population is that of the Doukhobors. Our interest has been increased by accounts of the harsh treatment to which they

were subjected in Russia, the country from which they came. They do not think it right to engage in war. As Russia has a large army and needs many fighting men, they were called upon to bear arms. Rather than render military service, they

The Doukhobors. left Russia and came to Canada, where they hoped to enjoy greater freedom. It was in 1899 that the first company of Doukhobors came to the West. Since that time a large colony has been formed northwest of Yorkton, and another about Rosthern. Like the Galicians, they are very industrious. They have been accustomed to a peculiar plan of having all things in common, the community owning all property and receiving all the wages earned by individuals. This plan they find difficult to reconcile with Canadian customs. They are, however, freed from the duty of serving in the army.

The greatest contribution to the population of the West has been recently made from the United States. Thousands of people have crossed, and are

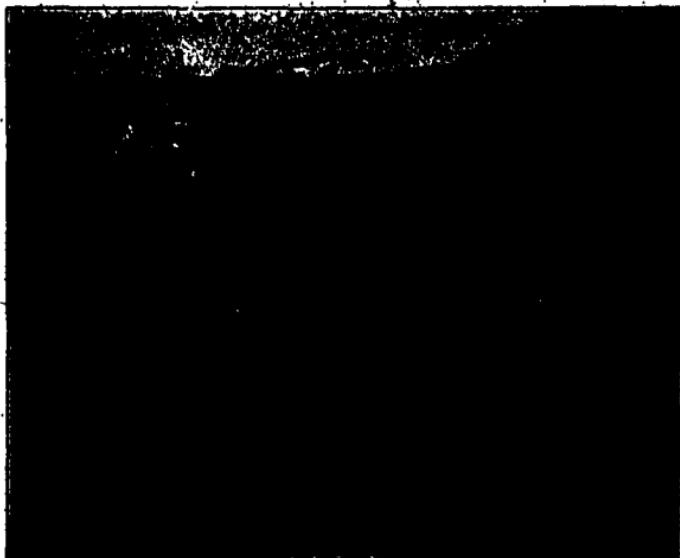
Settlers from the United States. still crossing, the border line into the Northwest Territories. Many of these are experienced farmers and ranchers, and are, therefore, valuable settlers. Among these are several thousand Mormons, who have made their home in Southern Alberta.

Such are the various races represented in the people of Manitoba and the Territories. Many of

them are foreign, speaking a strange language and holding to peculiar customs and ideas. Moreover,

A the tendency of some of the new comers, for example the Galicians and Doukhobors,

Danger. is to settle in colonies by themselves. Naturally, under such an arrangement, they retain longer their own speech and customs, and are



A DOUKHOBOR FAMILY.

slower to learn the English language and to acquire English habits.

The future of the parts of the country which are peopled by these foreigners is hopeful. Even those who, upon the arrival of the Mennonites, Galicians, and Doukhobors, said that they would never be successful settlers, have changed their minds. The

strangers have proved good farmers. But Canada needs more than good farmers: it needs good citizens.

**The Need
of Good
Citizens.**

Before foreigners can become good citizens, they must be taught the English language and must understand British laws and customs. They are to share in the responsibility of governing Canada, and, to do so wisely and honestly, they must learn to prize the freedom of our government, so different from that of the country from which they came.

A strong influence in making Canadian citizens of the strangers who are coming to join us, is that of the public schools. Only about one-quarter of the Galicians and Doukhobors can read and write, so that their need of education is great. In the schools their children are learning to speak and read English. The English language will open to them Canadian books and newspapers, in reading which they will come to think and feel as Cana-

**The
Value of
Schools.** dians do. But, fortunately, school life exerts a much more immediate and powerful influence upon the children of foreigners, namely, the influence of association. The classroom and the playground are the meeting-place of children of all nationalities, where those who are strangers to Canada quickly pick up Canadian habits of speech and manner.

CHAPTER XV.

GOVERNMENT.

CANADIANS have good reason to be proud of their government. They render a ready and willing obedience to their sovereign, King Edward VII.; but at the same time make the laws in accordance with which they are ruled. Thus it is, that while they are the loyal subjects of their king, they may be said to rule themselves. Those who have framed the British constitution have dealt wisely with Canada, for they have added to the loyalty of Canadians by leaving them free to govern themselves. But self-government is a great responsibility. The boys and girls who are now attending school will one day be the ruling citizens of Canada. How necessary

KING EDWARD VII.

it is, therefore, that they should understand the system of government which they are to direct!

Our government is of four kinds, called, according to the extent of each, *municipal*, *provincial*, *federal*, and *imperial*. The meaning of these terms should be understood at the outset. The city, town, village, or country district in which you live is called a *municipality*, and has a *municipal government*.

Four Kinds of Government. Within which your municipality is situated, has a *provincial government*.

The group, or *federation*, of provinces to which yours belongs is controlled by a *federal government*. The term *imperial* is applied to the government of the *empire*.

Winnipeg is a municipality and, therefore, has a municipal government. Manitoba, the province in which this municipality is situated, has a provincial government. The government of Canada, a federation of provinces, is federal; while that of the British Empire is imperial.

MUNICIPAL.

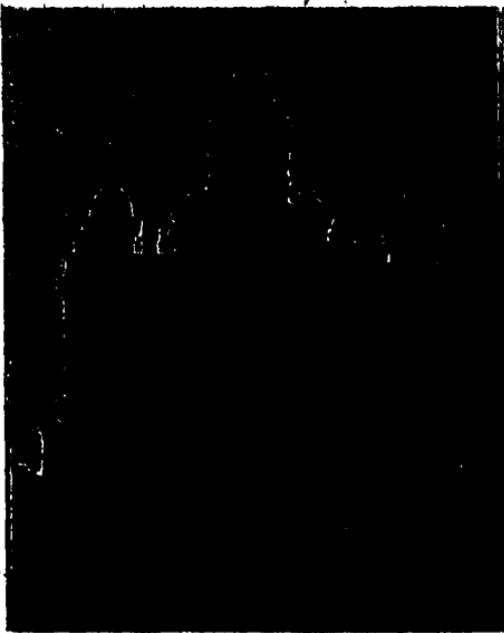
Let us consider, in the first place, why it is necessary to have government at all. Every man who owns property, for instance a house and lot, looks

The Need of Government. after it himself. He makes all necessary improvements, such as planting trees and building fences. But in every municipality there are many things which all the citizens use in common, but which none owns,

for example, roads, parks, and public libraries. Now, as roads and parks have to be kept in good condition, and new books bought for libraries, some persons must be found to attend to these matters. The people, therefore, elect from their number a few men who make it their business to care for everything belonging to the *public*. This group of men is called a council, and looks after the affairs of the municipality.

Have you in connection with your school a literary society? If so, you elect each term a committee, composed of a president, vice-president, and other members, whose duty it is to manage the society. The members of the committee are your representatives and you hold them responsible for the proper management of your society. This will help you to understand the position occupied by the council which is annually elected by the citizens of your municipality.

A city *council* is made up of a *mayor*, who is the head, and two *aldermen* from each *ward*—wards



CITY HALL, WINNIPEG.

being the divisions of a municipality made for election purposes. A town council consists of a mayor, **Municipal Councils.** and two *councillors* from each ward; a village council, of a mayor and four councillors. The council of a rural municipality is composed of a *reeve* and of from four to six councillors. All these officials, mayors, aldermen, reeves, and councillors, are elected yearly. Mayors are elected not by any one ward but by all the voters of a municipality.

It is the duty of each council to make laws to govern the municipality which it represents. These are called *by-laws*, that is, laws of a "bye," or township, and must be obeyed by all citizens. When ever a very important by-law, one "**By-laws.**" involving the expenditure of a large sum of money, is proposed, the council must submit it to a vote of the people.

In your literary society you have a set of rules, or by-laws, which are intended for the guidance of the members. All must observe these rules, otherwise there would be no order.

Whenever the committee of your society is about to make a very important move, for example, the spending of a large sum of money, it first consults the whole society.

So varied are the duties to be performed in governing a municipality, that several permanent officials are appointed by the council. One of these, the *clerk*, records the proceedings of the council's meetings, keeps the books of the municipality, and

publishes all by-laws. Another official is the *treasurer*, who receives and pays out all money. Often matters arise which require a knowledge of law, and so it is necessary for the **Municipal Officials.** council to engage the services of a *solicitor*. In cities, where public works, such as pavements and water-works, are extensive and costly, an expert *engineer* is engaged. Another important official is the *health officer*, whose duty it is to check such contagious diseases as measles and diphtheria.

Have you ever thought of the importance of the school you are attending? Who had it built? Who keep it in repair? Who choose your teachers?

The work of education is considered so important that its control is entrusted to a special body of citizens. Each year, in addition to electing members of council, the people also choose *trustees*, who look after the building and managing of **Public Schools.** public schools. In cities, towns, and villages, two trustees are elected in each ward, one retiring annually, the other continuing in office a year longer. In rural districts, three trustees are chosen at the first election, after which one retires each year. Every board of trustees employs a secretary-treasurer, and in cities a superintendent.

Now, all these things, the making of roads and the erection of public buildings, require a great sum of money. This money the council raises by *taxing*

such property as land, machinery, and buildings—churches, hospitals, and schools being free from taxation. In the work of taxing, *assessors* and *collectors* are employed, the former to *assess*, or estimate, the value of property, the latter to *collect* the taxes when fixed.

To return to your literary society. You need, in connection with it, money to buy books, music, and other supplies. How is the money raised? Your treasurer collects from each member a fee, the amount of which depends upon the expenses of the society. The fee increases with the expenses. So also in a municipality, the amount of the taxes depends upon the kind of roads and schools that are built.

PROVINCIAL.

Up to this point we have been learning how a municipality governs itself through a council and several officials. Let us next consider the need of some government above the municipalities. Just as

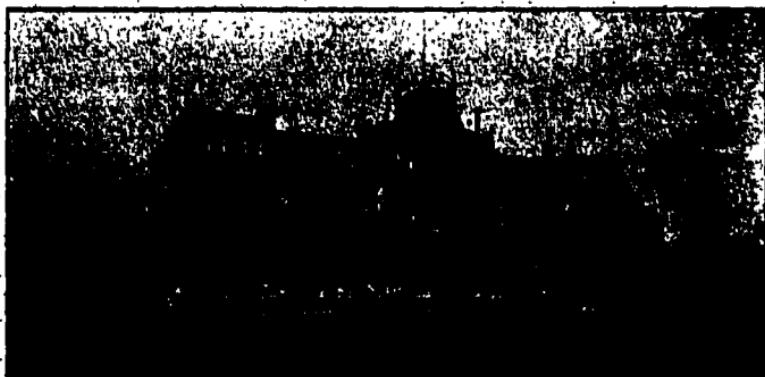
The Need of Provincial Government.

in a town there are many things of interest to all the townsmen, but for which no one person is responsible; so also in a province there are institutions, such as asylums, universities, and railways, which are used by all the municipalities alike but controlled by none. The citizens of the province, therefore, elect representatives who meet in the most central municipality, called the *capital*. This body

The Legislature.

of representatives is known as the *legislature*, because its duty is to *legislate* or make laws. These laws,

being of interest to the whole of the province, cannot, therefore, be left to any municipal council; and so arises the necessity of *provincial* government.



MANITOBA GOVERNMENT BUILDINGS.

Have you a football club in your school? If so, it is, like your literary society, managed by a committee. There are, perhaps, other schools in your neighborhood which also have football clubs. When you wish to play a series of games with these, you find that you require a set of rules to govern the competition. The making of these rules could not fairly be left to any one club. Each club, therefore, chooses one or more representatives, and these meet at some central point. Here they draw up rules to govern the league. In the same way the provincial parliament, made up of representatives from all parts of the province, meets at the capital to make laws to govern all the municipalities.

The Executive Council. Since the legislature only legislates, or makes laws, there is need of a body to carry into force, or *execute*, these laws. For this purpose there is chosen, mainly from the legislature, a group of men called the

executive council, or cabinet, or ministry. Being virtually a committee, this council feels responsible to the body from which it is selected. The ministers enjoy, while in office, the title of "Honourable." Their duties are clearly defined.

There are in the cabinet of Manitoba five members: the Minister of Agriculture and Railway Commissioner, the Attorney-General, the Minister of Public Works, the Provincial Treasurer, and the Provincial Secretary. One of these five ministers is appointed to act for the Department of Education. In some of the older provinces there are more ministers, the duties of the Department of Education, for example, demanding the entire attention of one man.

In addition to a legislature and an executive council, there is connected with a provincial government a *lieutenant-governor*, who is at the head of the system. His assent must be given before any bill can become law. He performs many important duties; calls together and dissolves the legislature, and makes all appointments to provincial offices. In all these duties, however, the governor acts upon the advice of the executive council, so that, while he nominally conducts the government, the real power rests with the council. The council, being chosen from the legislature, represents the will of the people. It will be seen, then, that the people of the province really rule themselves. The lieutenant-governor is appointed by the federal government, which we shall next consider.

A

The Lieutenant- Governor.



PARLIAMENT BUILDINGS, OTTAWA.

FEDERAL.

The Dominion of Canada is made up of a group, or *federation*, of provinces. Each province has its local government, like the one described above, and is independent in all matters relating to itself alone. There are, however, many interests which all the provinces have in common. They all need the railways which pass across the continent; they all use the same postal system; they all enjoy the protection of a common militia. These facts explain the need of a *federal* government to control those institutions which concern, not one, but all the provinces.

**The Need
of Federal
Government.**

The Federal, or Dominion, system contains a legislative assembly, called the *House of Commons*, composed of two hundred and thirteen members. Manitoba elects seven of these members, and the number will soon be increased, probably to ten, on account of the rapid growth in population, as indicated by the recent census. The making of laws for the Dominion is so important that it is thought necessary to have a second legislative body, called the

The Senate, whose duty it is to revise the work of the House of Commons. The senators are

The Senate. appointed for life by the *Governor-General*, acting upon the advice of the council. Manitoba's representation in the Senate is four members. The House of Commons and Senate together form the legislature of the Dominion, and from them is chosen

The Governor-General. an executive council. This council, while responsible to the legislature, advises the Governor-General, the representative in Canada of the Sovereign of the British Empire.

We have described the *municipal*, *provincial*, and *federal* systems of government, and The Relations have referred to a fourth, the *imperial*. Each of the first three systems, while independent within its own limit, may be checked by the one above it whenever that limit is overstepped. Thus a municipal

of the Four Systems.

council may pass by-laws relating to purely local interests, but it is for the provincial legislature to determine what such interests are. Again, the provincial legislature makes laws to control provincial affairs, but any enactment, for instance one interfering with the interests of another province, may be disallowed by the federal government and thereby be prevented from becoming law.

Disallowance. A similar power of *disallowance* is exerted over the federal parliament by the imperial government, whenever a measure threatens the welfare of the British Empire at large.



CHAPTER XVI.

GOVERNMENT (Continued).

THE TERRITORIES, AND THE YUKON.

IN the Northwest Territories the provincial and municipal systems of government are not yet completely developed. Much, however, that has been said of the Manitoba government applies also to the Territories. Some special points should be noted.

The Assembly.

The three provisional districts, Assiniboia, Alberta, and Saskatchewan, elect thirty-five representatives, who constitute a legislative assembly, meeting at Regina, the seat of government. A lieutenant-governor is appointed by the Canadian government, and is advised by an executive council of three members, representing the will of the assembly.

The Lieutenant-Governor.

Although the Territories have not yet been organized into a province, still the assembly possesses almost all the rights of legislation belonging to all

Organization.

Still

Incomplete.

provincial legislatures. The regular municipal system is found in only a few districts. A simpler system of rural organization, which has been provided by the assembly, prevails almost universally. In the absence of a local council, the

affairs of a district are directed by the central government at Regina.

The Northwest Territories are represented in the **Representation at Ottawa.** Dominion parliament by two senators and four members of the House of Commons. This representation in the Commons will be increased as the result of the growth in population.



GOVERNMENT BUILDINGS, NORTHWEST TERRITORIES.

The population of the Territories is increasing so rapidly that a change in the method of government seems to be an absolute necessity. In fact, the premier of the Territories is at the present time in communication with the Dominion government, urging the advisability of forming **Provincial Organization.** a province out of part of the Territories. Before long, therefore, we may expect to see in the Northwest Territories a provincial government, standing in the same relation to the Dominion parliament as does the Manitoba government.

The Yukon district is organized as a separate territory, under an executive officer called the Commissioner of the Yukon, appointed by the Governor-General of Canada. The Commissioner, with headquarters at Dawson City, governs his district under instructions from the Executive. Governor-General, or from the Minister of the Interior. He is assisted by a council, partly appointed, partly elected. All the laws or ordinances of this body must be submitted to and receive the sanction of the government at Ottawa. The Yukon is now represented in the Dominion parliament by one member.

Municipal Government. Dawson City already enjoys the advantages of schools and of a municipal system. Only a short time ago the first municipal election was held, when a mayor and councillors were duly elected.

Keewatin. The provisional district of Keewatin, which is little more than a name, is under the supervision of the Lieutenant-Governor of Manitoba.



BIBLIOGRAPHICAL NOTES.

A.

The following books might with profit be read or consulted by teachers:

THE REMARKABLE HISTORY OF THE HUDSON'S BAY COMPANY.

By George Bryce, M.A., LL.D.

THE GREAT COMPANY. By Beckles Willson.

THE SELKIRK SETTLERS IN REAL LIFE. By R. G. MacBeth, M.A.

THE MAKING OF THE CANADIAN WEST. By R. G. MacBeth, M.A.

CANADIAN SAVAGE FOLK. By John MacLean, Ph.D.

HISTORY OF THE NORTHWEST, 3 vols. By Alex. Begg.

CANADA: AN ENCYCLOPÆDIA.

HOW CANADA IS GOVERNED. By J. G. Bourinot.

B.

That a new interest is being taken in the subject of Canadian history may be judged from the number of historical works that are just being published. The following will be attractive to Westerners:

LORD STRATHCONA. By Beckles Willson.

HENRY'S TRAVELS (a reprint). Edited by Dr. Bain.

VOYAGES TO THE ARCTIC (of Mackenzie).

A FEW IMPORTANT DATES, 1600-1900.

1600.

IN THE HISTORY OF CANADA.

Champlain's first voyage . . . 1603

The Company of One Hundred Associates assume control 1633

Royal government established 1683

Treaty of Ryswick, closing French-English War 1697

IN THE HISTORY OF MANITOBA AND THE TERRITORIES.

1668. Groseilliers' first voyage to Hudson Bay.

1670. Founding of the Hudson's Bay Company.

1697. D'Iberville's final capture of Fort Nelson.

1700.

Peace of Utrecht, closing Queen Anne's War 1713

Peace of Paris, giving Canada to England 1763

The Quebec Act 1774

The Constitutional Act 1791

1731. Beginning of the Verndrye explorations.

1771. The discovery of the Coppermine by Hearne.

1784. The North West Company founded.

1789. Discovery of the Mackenzie River.

1793. Mackenzie reached the Pacific Ocean.

1800.

The Act of Union 1841

The Confederation of the Canadian Provinces 1867

1804 Union of the North West and X Y Companies.

1812. The founding of the Selkirk settlement.

1816. The Fight at Seven Oaks.

1820. Union of the Hudson's Bay and North West Companies.

1826. The Red River flood.

1839. Arrangement to transfer Rupert's Land to Canada.

1869-70. The Red River Rebellion.

1870. The Manitoba Act.

1871-77. The Indian Treaties.

1876. Resident Governor for N.W. Territories.

1885. The Saskatchewan Rebellion.—The C.P.R. completed.



THE PRONUNCIATION OF A FEW PROPER NAMES.

Algonquin	Al-gon'-kwin.
Batoche	Ba-tōsh.
Cabot	Ka'bot.
Cartier, Jacques	Kar'-te-a', Zhak.
Crozier	Kro'-zher.
de la Reine	duh-lah-rē-n.
de la Verandrye	duh-lah-vai'r-oh-dree.
de Troyes, Chevalier	duh-Troy-ā, shē-va-liē.
Denonville	Duh-noō-veel.
d'Iberville	dee-bair-veel.
Dumont	Du-mōñ.
Eskimo	Es'-ke-mō.
Fafard	Fa-fā'r.
Groseilliers	Groz-ayl-yay.
Huguenot	Huh'-ge-noh.
Iroquois	Eer'-o-kwau.
Île à la Crosse	Eel-a-la-Cross.
Kaministiquia	Kam-in-is'-ti-kwa.
Keewatin	Kee-wā'-tin.
le Moigne	leh-Moin'.
Long Sault	Long Soo.
Marchand	Mar'-sho'n.
Maurepas	mōr'-pā.
Metis	Mēh-tee'ce.
Michilimackinac	Mik'-il-i-mak'-in-aw.
Pembina	Pem'bin-a.
Radisson	Re-dees-son.
Rouge	Rou-j.
Ryswick	Riz'-wik.
Sault Ste. Marie (usually)	Soo-sent-Ma'-ree.
Sioux	Soo.
Stikine	Sti-ke'en.
St. Norbert	San(g) nor'-bair.
St. Pierre	San(g) pe-ai'r.
Talon	Ta'-lon.
Utrecht	Yu'-trekt.

APPENDIX.

FEDERAL AND PROVINCIAL GOVERNMENTS.

The Dominion Government.

SEAT OF GOVERNMENT—Ottawa.

GOVERNOR-GENERAL—His Excellency The Right Honourable the Earl of Minto, G.C.M.G., etc.

THE CABINET.

(Ministry formed 18th July, 1896.)

Prime Minister—The Right Hon. Sir Wilfrid Laurier, G.C.M.G., P.C.,
President of the King's Privy Council.

Minister of Trade and Commerce—Hon. Sir Richard J. Cartwright,
G.C.M.G.

Secretary of State—Hon. Richard William Scott.

Minister of Justice—Hon. Charles Fitzpatrick, K.C.

Minister of Marine and Fisheries—Hon. Raymond Préfontaine, K.C.

Minister of Militia and Defence—Hon. Frederick William Borden.

Postmaster-General—Hon. William Mulock, K.C.

Minister of Agriculture—Hon. Sydney Arthur Fisher.

Minister of Public Works—Hon. James Sutherland.

Minister of Finance—Hon. Wm. Stevens Fielding.

Minister of Railways and Canals—Hon. Andrew George Blair.

Minister of the Interior and Superintendent-General of Indian Affairs—
Hon. Clifford Sifton.

Minister of Customs—Hon. William Paterson.

Minister of Inland Revenue—Hon. Michel Esdras Bernier.

The Government of Manitoba.**SEAT OF GOVERNMENT—Winnipeg.****LIEUTENANT-GOVERNOR—Sir Daniel McMillan.****PROVINCIAL EXECUTIVE :***Premier, President of Council, Minister of Agriculture and Immigration,
and Commissioner of Railways—Hon. Rodmond P. Roblin.**Provincial Treasurer and Commissioner of Provincial Lands—Hon. John
A. Davidson.**Provincial Secretary and Municipal Commissioner—Hon. David H. Mc-
Fadden.**Attorney-General and Minister of Education—Hon. Colin H. Campbell.
Minister of Public Works—Hon. Robert Rogers.***The Government of the Northwest Territories.****SEAT OF GOVERNMENT—Regina.****LIEUTENANT-GOVERNOR—Hon. A. E. Forget.****EXECUTIVE COUNCIL :***Attorney-General and Commissioner of Education—Hon. F. W. G.
Haultain.**Treasurer and Commissioner of Public Works—Hon. A. L. Sifton.**Commissioner of Agriculture and Territorial Secretary—Hon. G. H. V.
Bulyea.***The Government of the Yukon.****SEAT OF GOVERNMENT—Dawson City.***Acting Commissioner—Major Wood.*